PROFILE PUBLICATIONS

The Avro York

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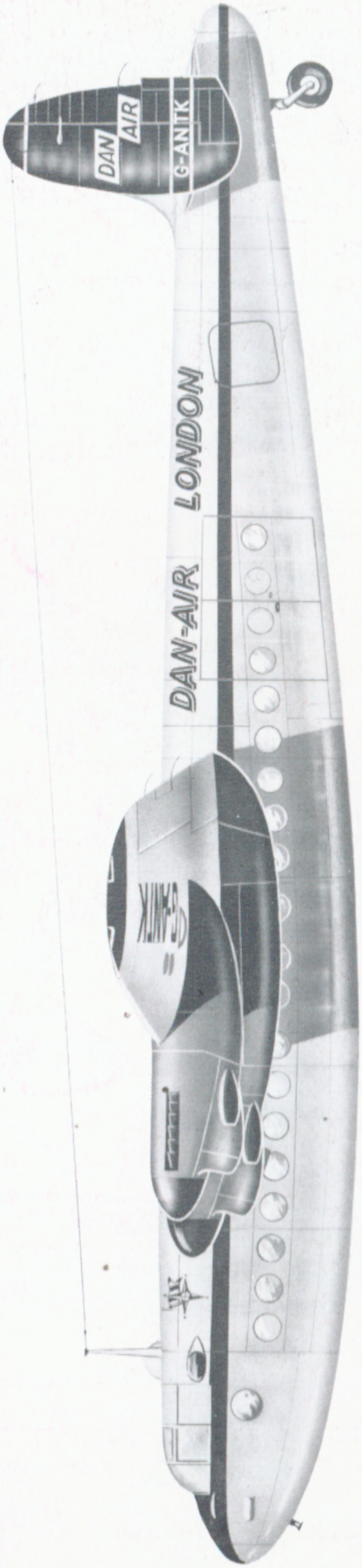
DAN AIR
G-ANTK
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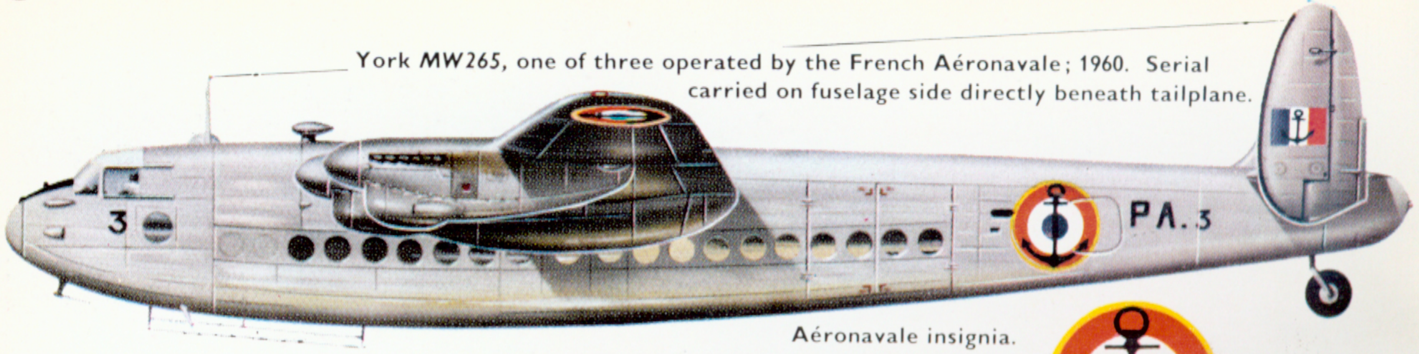
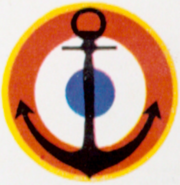
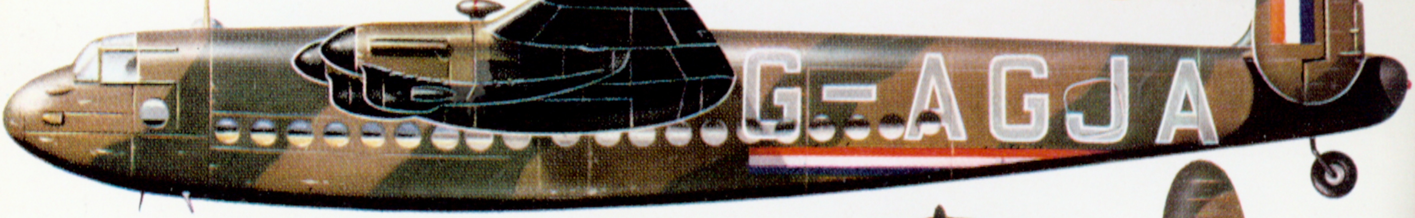
York *MW265*, one of three operated by the French Aéronavale; 1960. Serial carried on fuselage side directly beneath tailplane.

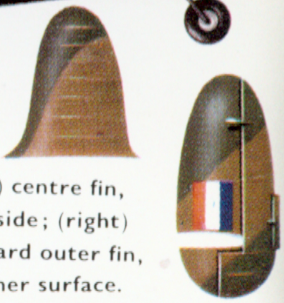


Aéronavale insignia.

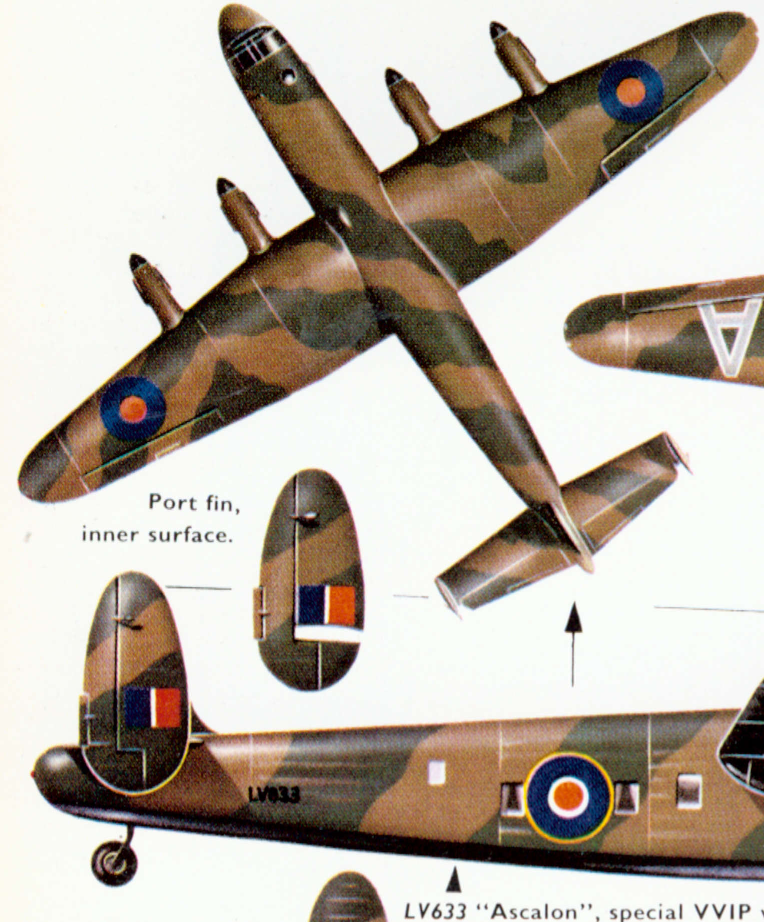


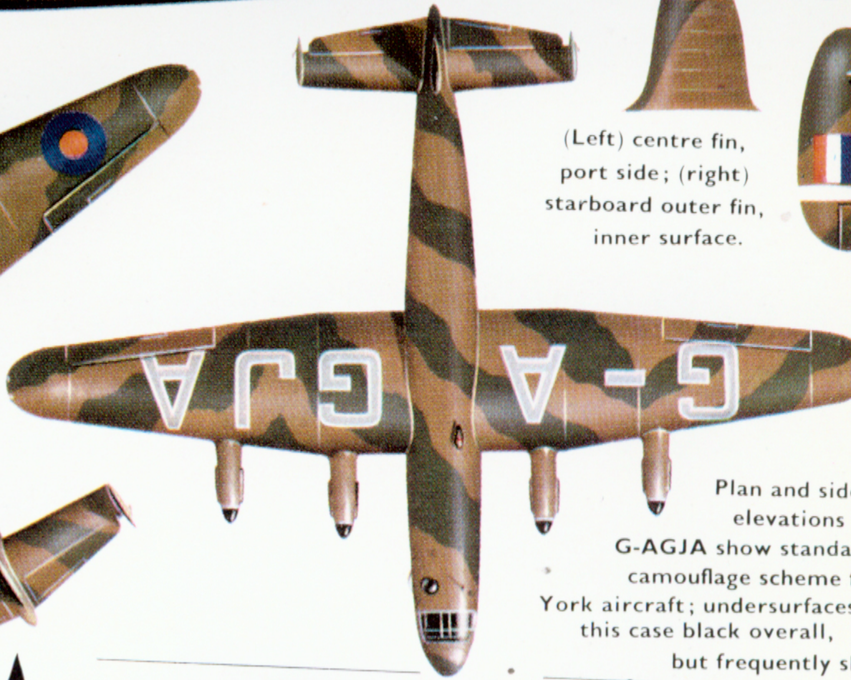
York G-AGJA, ex-C.I. *MW103*, the first of thirty acquired by B.O.A.C.; early 1944.



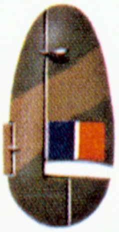


(Left) centre fin, port side; (right) starboard outer fin, inner surface.

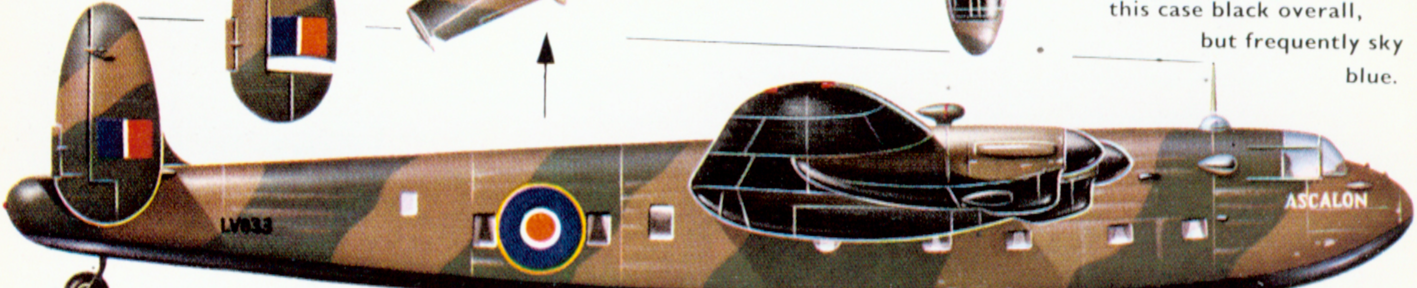




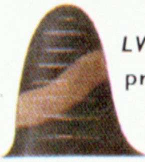
Port fin, inner surface.



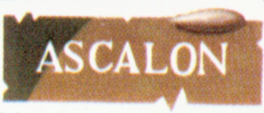
Plan and side elevations of G-AGJA show standard camouflage scheme for York aircraft; undersurfaces in this case black overall, but frequently sky blue.

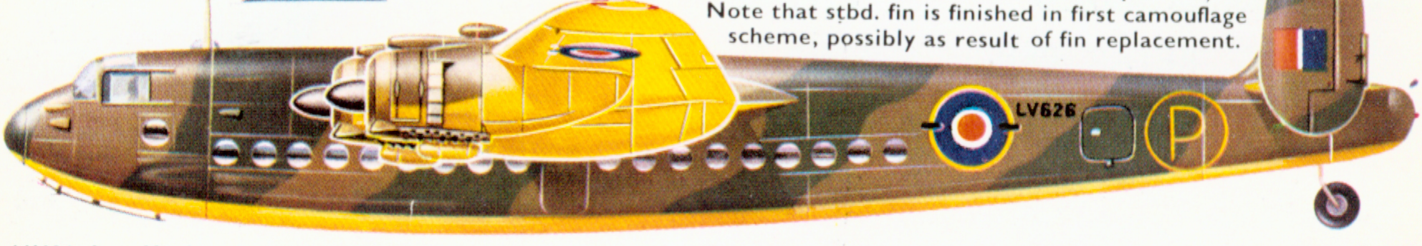


Centre fin, stbd. side.



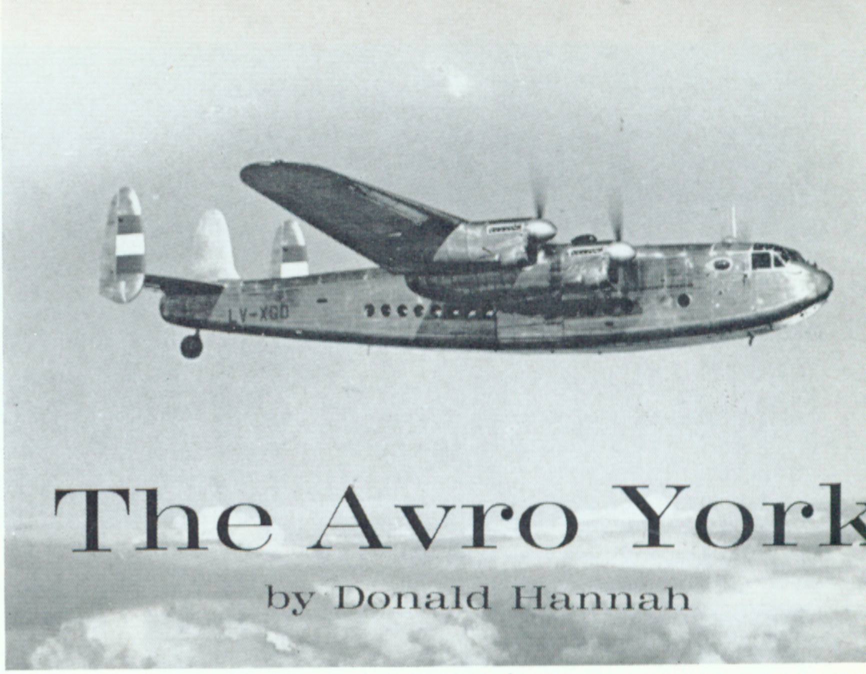
LV633 "Ascalon", special VVIP version of third prototype for use by Prime Minister Winston S. Churchill. Plan and side elevations show standard alternative camouflage scheme (colours reversed within similar pattern). Note that stbd. fin is finished in first camouflage scheme, possibly as result of fin replacement.





LV626, first York prototype converted to C.II configuration with Bristol Hercules VI radial engines.

One of five Yorks delivered to Flota Aerea Mercante Argentina in 1946, LV-XGO *was later re-registered* LV-AFY. (Photo: Avro)



The Avro York

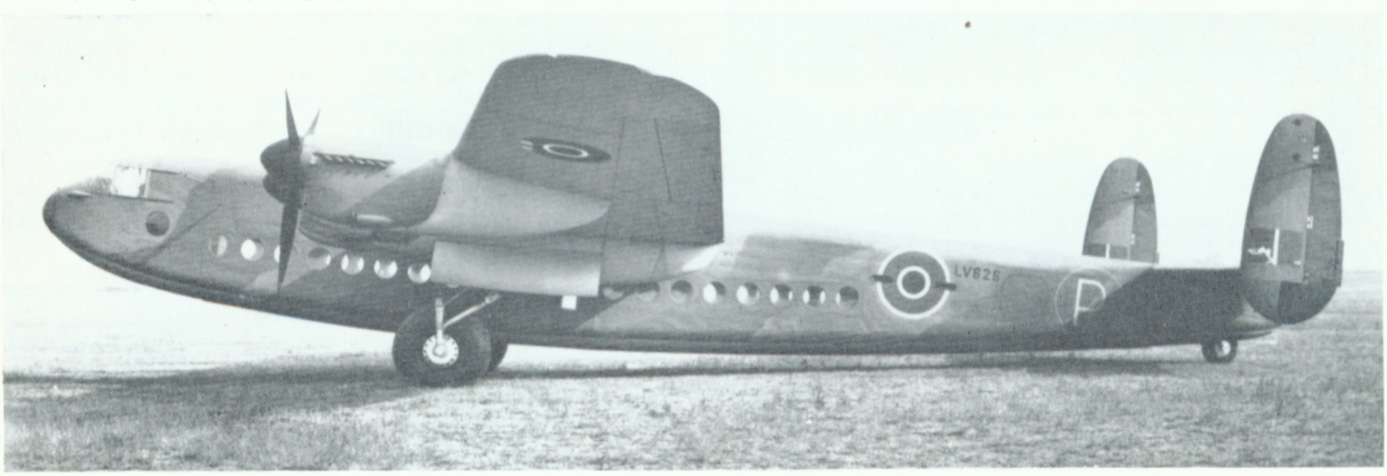
by Donald Hannah

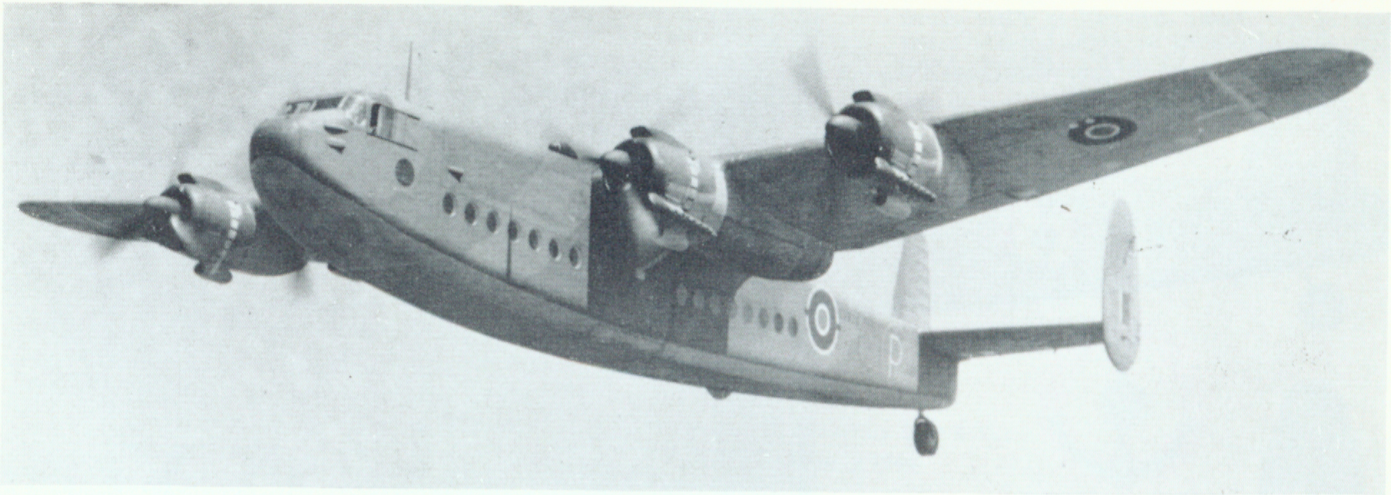
"The Avro Company regard the York as a wartime and immediate postwar symbol of things to come." That was how A. V. Roe and Co. Ltd. described their new transport aircraft. They were correct in as much as the York was indeed a wartime design that would have little chance of competing on post-war commercial routes, but they probably little realised that it would find continued employment for some twenty years.

It is a tribute to Avro's chief designer, Roy Chadwick, that in 1941, at a time when Britain's fortunes were at their lowest ebb, and when all design and production skills were needed to produce an ever-increasing flow of warplanes, that he foresaw the need for a long range, four-engined transport aircraft, and proceeded to redesign the Lancaster bomber. The Lancaster prototype had only been flying since January of that year, and the first production aircraft did not fly until October. Britain had not at that time an air transport force of any consequence. British Overseas Airways Corporation had been formed the year before to take over all the country's overseas civil air routes, and was continuing to operate under increasing difficulties, including shortage of suitable aircraft. The internal air lines had become the nucleus of Air Transport Auxiliary for ferrying newly built or repaired aircraft between factory and base, and the more ambitious Atlantic Ferry Organisation had recently been set up under the guiding hand of Canadian Pacific Railways and B.O.A.C. to fly the longer-range American-built aircraft direct across the Atlantic. There had been therefore little incentive, or materials, to build transport aircraft, and it was impossible to predict how long it would be before the end of the war would be in sight and there would be a need for passenger aircraft again.

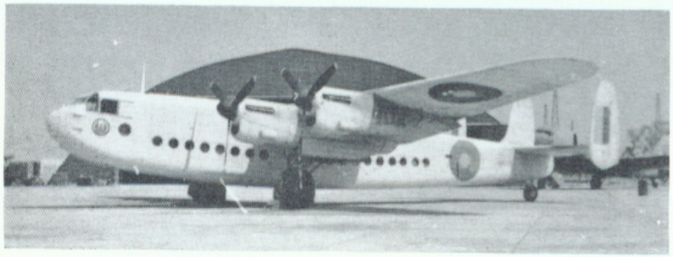
Nevertheless, in spite of all these difficulties, and without official backing, Roy Chadwick issued his drawings to Avro's experimental department in February 1942, and in the remarkably short time of five months, the prototype York, *LV626*, flew for the first time on 5th July 1942 from Ringway. Although making use of the Lancaster's wings, Rolls-Royce Merlin power plants, undercarriage and tail assembly, a completely new fuselage of tapering square section, and double the Lancaster's capacity had been designed, considerably altering the aircraft's characteristic appearance. Trials at Boscombe Down followed, successfully culminating in official blessing by an order for three more prototypes and a production batch to Air Ministry Specification C.1/42. However production was slow in getting under way, because of shortages of materials, and the need for priority for the Lancasters. Besides, officialdom

LV626, *the prototype, photographed shortly after its first flight in July 1942.* (Photo: Imperial War Museum)





The prototype after conversion to C. Mk. II. (Photo: Bristol Aeroplane Co.)

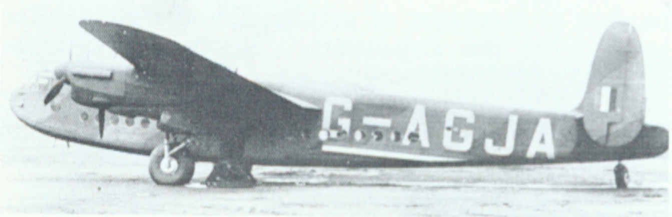


V.I.P. aircraft MW102, *personal transport of Lord Louis Mountbatten when C. in C., S.E.A.C.* (Photo: via the author)

could yet see no need for large numbers of Yorks.

TRANSPORT FOR THE V.I.P.s

However one immediate need that the York fulfilled was as a V.I.P. transport. The third prototype, *LV633*, was allocated as Mr. Winston Churchill's personal flying conference room, and was luxuriously fitted out, having fewer square windows, instead of the characteristic row of circular ones. It also featured a third central fin, as it had been found that the slab sided fuselage forward of the centre of gravity required extra compensating fin area. The central fin was adopted as standard on all subsequent Yorks. It was also fitted on the first prototype when it was converted to a C. Mk. II. This involved fitting Bristol Hercules VI radial engines, in a similar manner as on the Lancaster II. Following tests, it was decided to standardise on the Merlin-engined C. Mk. I, and no further Hercules-engined variants were produced.



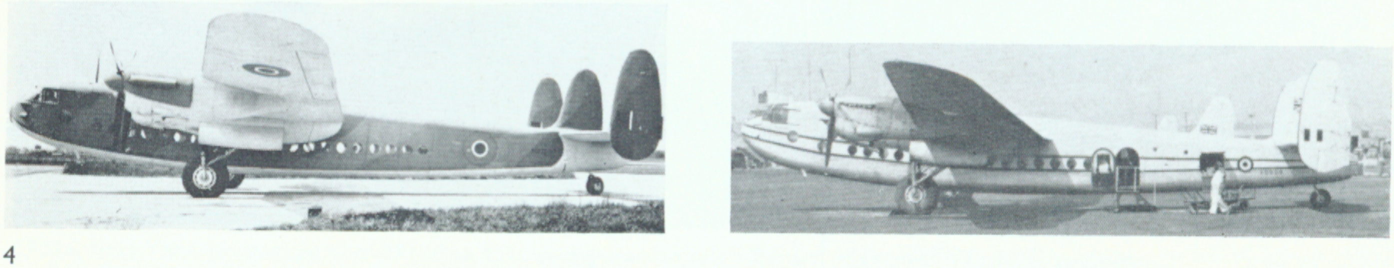
G-AGJA, *as delivered to B.O.A.C. early in 1944.* (Photo: via the author)

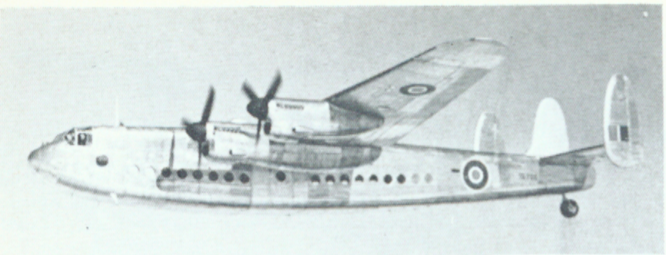
LV639, the fourth prototype was completed as a paratroop transport, fitted with ventral dropping doors, and tested at the A.F.E.E., Ringway. It was found to be unsuited to this task however, due to slipstream wash drawing the parachutes beneath the fuselage and entangling with the non-retracting tailwheel.

No. 24 (Commonwealth) Squadron, for long the R.A.F.'s senior transport squadron, received Churchill's *LV633* in March 1943, and, at the suggestion of their C.O. (Wing Commander H. B. Collins), named it "Ascalon", after St. George's sword. The squadron also received the first two production Yorks, *MW100* and *MW101*, both fitted out as V.I.P. transports. These three aircraft were intensively used by Cabinet Ministers and Service Chiefs, flying to allied conferences at Cairo, Teheran, Yalta and Moscow. King George VI flew in "Ascalon" on a tour of North Africa in 1943.

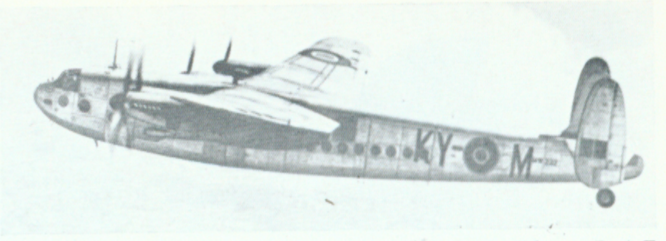
Later V.I.P. versions of the York were supplied for the personal use of Field Marshal Jan Smuts, General de Gaulle and the Duke of Gloucester. *MW104*, Smuts' aircraft, later transferred as *4999* to the South African Air Force, was named "Oubaas", the affectionate name given to Smuts by South Africans. General de Gaulle was presented with a York in August 1945, and shortly afterwards flew in it on a trip to the U.S.A., visiting Washington. *MW140* was provided for the Duke of Gloucester while he was Governor General of Australia in 1945 and 1946, and was named "Endeavour". "Ascalon" was eventually transferred to the Far East Communications Flight at Singapore in 1946, and gave long service to the C. in C. Far East Air Force until

(Left) MW183 *in its original camouflage scheme and* (right) *in a later guise,* XD668, *the trooping serial of* G-AMUU, *Air Charter's "Nouvelle Caledonie". Note modified door and rudder.* (Photos: Imperial War Museum and A. J. Jackson)





One of B.O.A.C.'s order, G-AGNT, *on an early flight as TS796 in R.A.F. colours.* (Photo: via Bruce Rigelsford)



This aircraft, MW232, KY-M of No. 242 Squadron, R.A.F., became G-ANTK, the subject of the five-view drawing. (Photo: via the author)

1954, when it was replaced by another V.I.P. York, *MW295*. Named "Ascalon II", this machine was to become the last York in R.A.F. service, and was finally flown home from the Far East in March 1957, and put up for sale.

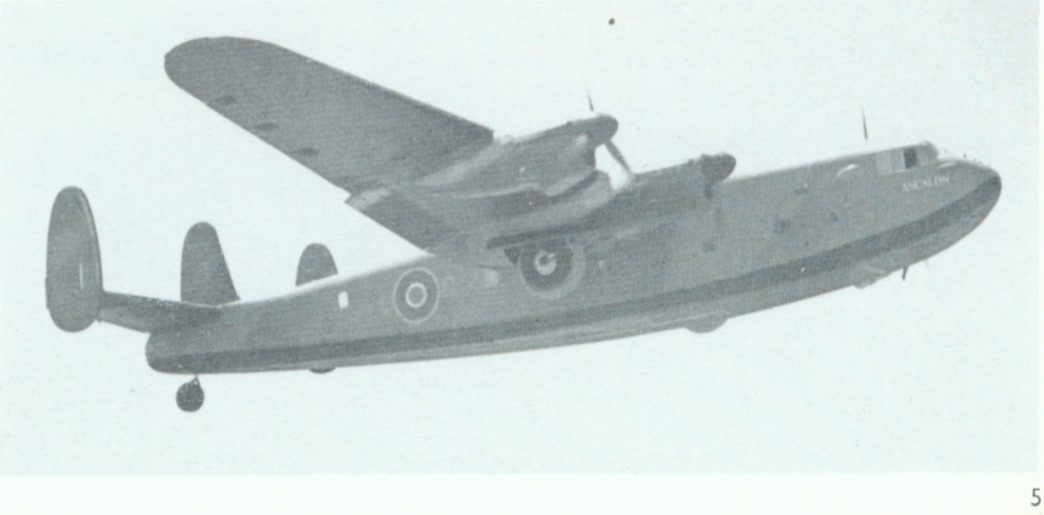
INTO PRODUCTION

Only the four prototypes and three production aircraft had appeared by the end of 1943, but plans were made to produce three a month in 1944. The Atlantic Ferry Organisation had become R.A.F. Ferry Command on 20th July 1941, and finally R.A.F. Transport Command on 25th March 1943. By this time, the need for a strong air transport element was appreciated, and the York was to become the first British aircraft to be used in quantity by the command. Most of 1944's production was passenger aircraft. Then followed a batch of freighters, and finally pure freighters and combined passenger/freighters were produced concurrently. No. 511 Squadron, at Lyneham, became the first squadron to be fully equipped with the York in 1945, and eventually ten squadrons of Transport Command were wholly or partly equipped with the York. The type was used on all the trunk routes operated by the command, but is best remembered for the sterling work carried out on the Berlin Air Lift during 1948 and 1949, when seven squadrons carried 230,000 tons of supplies into the city on 29,000 return flights, this comprising the major portion of the R.A.F.'s contribution.

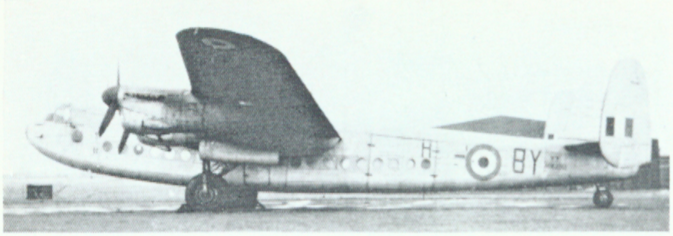
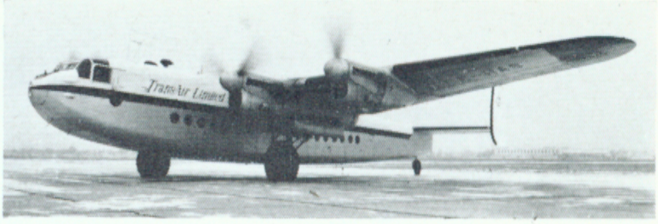
The first R.A.F. production order consisted of 200 aircraft with *MW* serials, increased shortly afterwards by a further 100 aircraft with *PE* serials. Production had started at Ringway and reached its peak in 1945, but in October that year the jigs were transferred to the Yeadon factory and deliveries continued at a slower rate. In the event, only eight of the last 100 were built, *PE108* being the last York to be completed in April 1948.

WITH THE CORPORATIONS

Not unnaturally, B.O.A.C. had cast an envious eye on the York when it first appeared. Apart from some Sunderland transport flying boats and converted Liberators, they had received no new four-engined aircraft since the war began. Five of the R.A.F.'s early production machines were diverted to B.O.A.C., and the first of these, still in camouflage, but with civil registration marks *G-AGJA*, received its Certificate of Airworthiness on 21st February 1944. These were fitted as combination passenger/freighters, with a cabin for twelve passengers at the rear of the fuselage, and cargo space forward. They inaugurated a U.K.—Morocco—Cairo route on 22nd April 1944, and later, based at Hurn, were put on other routes, so that by March 1948, they operated three services weekly to Johannesburg, three to Calcutta, two to Nairobi, and one each to Karachi, Delhi and Dar-es-Salaam. After the initial five were diverted from the R.A.F., a further sixty were allocated for B.O.A.C., which at this time was operating most of its services in close collaboration with No. 216 Group of Transport Command. Their aircraft had reverted to R.A.F. serials and markings, had lost their camouflage, and now carried large Transport Command code letters on the fuselage sides. Consequently R.A.F. serials in the *TS* range were allotted for these Yorks. Only twenty-five were built however, these also receiving civil registrations before being delivered between August 1945 and December 1946. During 1946 they were fully furnished as passenger aircraft, thirteen of them being fitted with twelve sleeping berths for use for a time on the South African service. They also received an assortment of place names, beginning with the letter M, becoming B.O.A.C.'s "M" class. The service to Johannesburg was operated in conjunction with South African Airways, and S.A.A. in fact whilst awaiting delivery of their Douglas DC-4s, leased Yorks from B.O.A.C. beginning in January 1946. Altogether nine Yorks were registered at



"Ascalon", Winston Churchill's York C. (VIP) Mk. I. (Photo: Imp. War Mus.)

(Left) MW290, *BY-H of No. 59 Squadron, R.A.F., later became* CF-HAS (right), *one of twelve Yorks that went to Canada in 1955 to assist the DEW-Line construction programme; here* CF-HAS *carries its later TransAir livery.*
(Photos: via Arthur Pearcy Jr. and via TransAir)

different times to S.A.A., the last being returned to B.O.A.C. in September 1947.

By the time the war had finished and civil air lines were ready to start operating internationally again on a large scale, there were two American long-range airliners, the Douglas DC-4 and the Lockheed Constellation (see *Profile* No. 120), that were superior in concept and performance to the York, although both in fact were older designs. It is hardly surprising therefore, that the York failed to win any notable post-war sales. B.O.A.C., as has been seen, introduced the York towards the end of the war, and immediately afterwards, British South American Airways Ltd., about to become the other long-distance Government-owned airline, ordered twelve for its South Atlantic route. Britain could afford hard currency Constellations only for B.O.A.C.'s North Atlantic route. Besides, the Tudors were under development and the York was considered an adequate stop-gap. Flota Aerea Mercante Argentina, itself a potential Tudor operator, thought likewise, and ordered three Yorks, later increasing it to five.

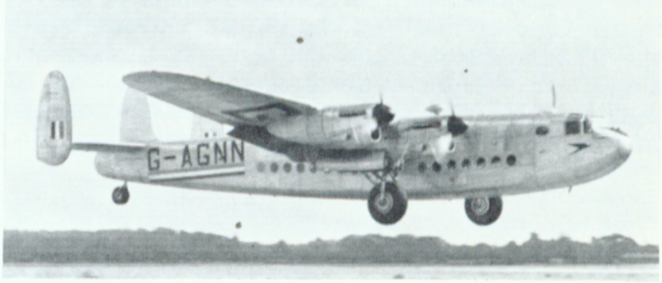
B.S.A.A.'s first York, *G-AHEW* "Star Leader", before entering scheduled service on the South Atlantic route to Buenos Aires, flew a charter flight to Venezuela for the Shell company. On the 11th June 1946, flown by Captain David Brice, the York returned *via* Bermuda and Gander, flying from there to Heath Row direct with a full load of seven crew and twenty-one passengers in ten hours and thirty-five minutes, thus becoming the first commercial aircraft to make this 2,200 mile crossing. Soon afterwards the Yorks replaced Lancastrians on the scheduled service to the Argentine.

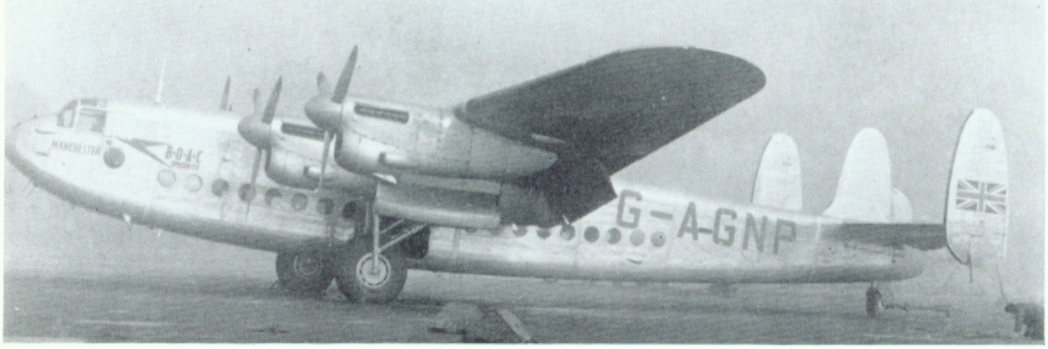
F.A.M.A. introduced its Yorks on a similar service on 22nd September 1946, on a joint service with Iberia. Both airlines were to be short-lived. F.A.M.A. was taken over in May 1949, being absorbed into the Aerolineas Argentinas, with whom the three surviving Yorks continued to operate, until sold back to Britain in 1951. B.S.A.A., after leasing a number of further Yorks from B.O.A.C., was by this time facing increasing competition, and had an unfortunate accident record. Nine of the twelve original Yorks were taken over on 30th July 1949 when B.O.A.C. took over all B.S.A.A.'s commitments. However a few of B.O.A.C.'s own Yorks made an appearance in B.S.A.A. colours after this date, mainly on freighting services, until route agreements were rewritten in B.O.A.C.'s own name.

THE INDEPENDENTS

The only other operator to order new Yorks was the British independent airline, Skyways Ltd. Formed by Brig. General A. C. Critchley, a previous Director General of B.O.A.C., and Sir Alan Cobham, Skyways was certainly the most important of the several hundred charter companies founded in Britain immediately after the war. They ordered three Yorks, the first being delivered in May 1946. They were operated on long-range charters, and eventually on the Berlin Air Lift. Skyways also obtained the only Canadian-built York. This was *FM400*, built by Victory Aircraft Ltd., at Malton, Ontario, for the Royal Canadian Air Force. It differed from all the other Yorks in that the cabin windows were parallel to the top of the fuselage, instead of following the curvature of the fuselage floor. This interesting aircraft, registered *G-ALBX*, carried out 467 sorties on the Air Lift, before crashing at Wunsdorf on 19th June 1949.

The first of the combined B.O.A.C./B.S.A.A. fleet to be sold were three to Eagle Aviation Ltd. in October 1949. These were the first suitable passenger aircraft that Harold Bamberg's young company had





The earliest post-war B.O.A.C. York livery was that shown here on G-AGNN *(above); this was succeeded by a very plain scheme seen here* (left) *on* G-AGNP *"Manchester".*
(Photos: Fox Photos and A. J. Jackson)

Two contrasting B.O.A.C. Yorks; (left) *shining in a natural metal finish* G-AGOA "*Montrose*" *and* (below, right) G-AGJC *in a unique all-blue livery.* (Photo: A. J. Jackson)

bought, having previously operated only Halifax freighters. Eagle also bought the three Argentine Yorks in December 1950. However they sold two of the latter to Surrey Flying Services Ltd. before conversion, and only operated Yorks spasmodically over the next few years, concentrating their operations on Vikings and DC-3s from 1952.

B.O.A.C. withdrew their Yorks from passenger service on 7th October 1950, retaining a few in service for freight work and carrying replacement engines. Most of the fleet was then disposed of to the Lancashire Aircraft Corporation Ltd., a company that had operated Halifaxes on the Berlin Air Lift and latterly a local network with small aircraft in the north-west of England. Twenty-one Yorks were transferred to them between May 1951 and August 1952, and this marked the company's re-entry into the long-distance freighting and charter market. The aircraft were hurriedly put to use on a large-scale Air Lift of troops to the Canal Zone of Egypt in the second half of 1951. Under the terms of the Anglo-Egyptian Treaty of 1936, the Yorks could not be operated in their civil registrations, so they were allocated R.A.F. serials in the *WW* range, which they used only on flights to the Canal Zone.

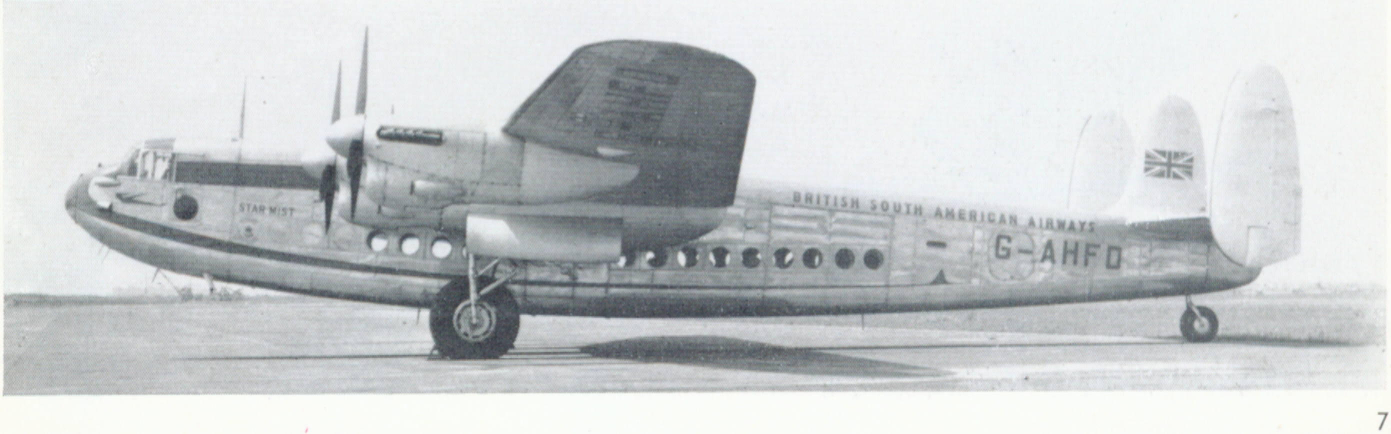
Control of Skyways Ltd., which had been inactive since the end of the Berlin Air Lift, was bought in March 1952 by David Brown and Eric Rylands, and the operations of it were gradually integrated with the Lancashire Aircraft Corporation, which they already owned. The Yorks began to operate under the title Skyways of London, one notable operation being the carriage of the winning British Equestrian team to and from the Olympic Games at Helsinki that year. Lancashire Aircraft Services again concentrated on operating DC-3s and smaller aircraft on scheduled services in the north of England, based on Blackpool.

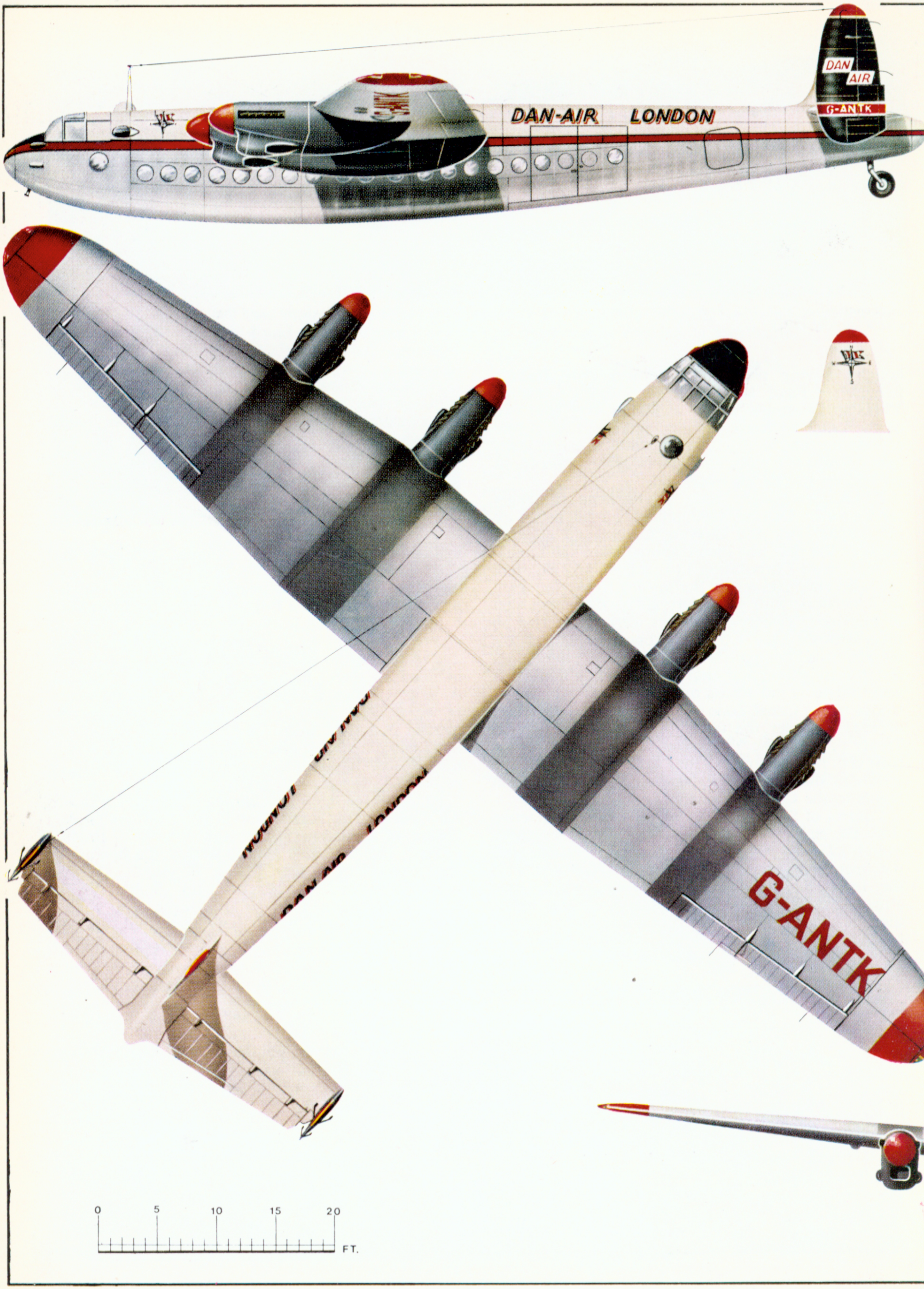
Most of the R.A.F. Yorks were retired after the end of the Berlin Air Lift, and because of corrosion, due to the nature of their cargoes and the hard work inflicted on them, many were broken up at Silloth, Aldergrove and Kirkbride in the following years. However some forty were put up for sale to commercial operators from 1952 onwards, and some of these entered service after conversion with various of the British independent operators, others being cannibalised to provide spares.

Amongst the first to purchase ex-R.A.F. Yorks was Air Charter Ltd., a company in the Aviation Traders Group of companies under the control of Freddie Laker. This company also took over the operations and aircraft of Surrey Flying Services. Quite a sizeable fleet of Yorks was built up. Surrey had the two ex-Argentine ones, and bought five R.A.F. Yorks, only two of which were converted, and Air

(*continued on page 10*)

G-AHFD "*Star Mist*" *as delivered to British South American Airways.* (Photo: A. J. Jackson)

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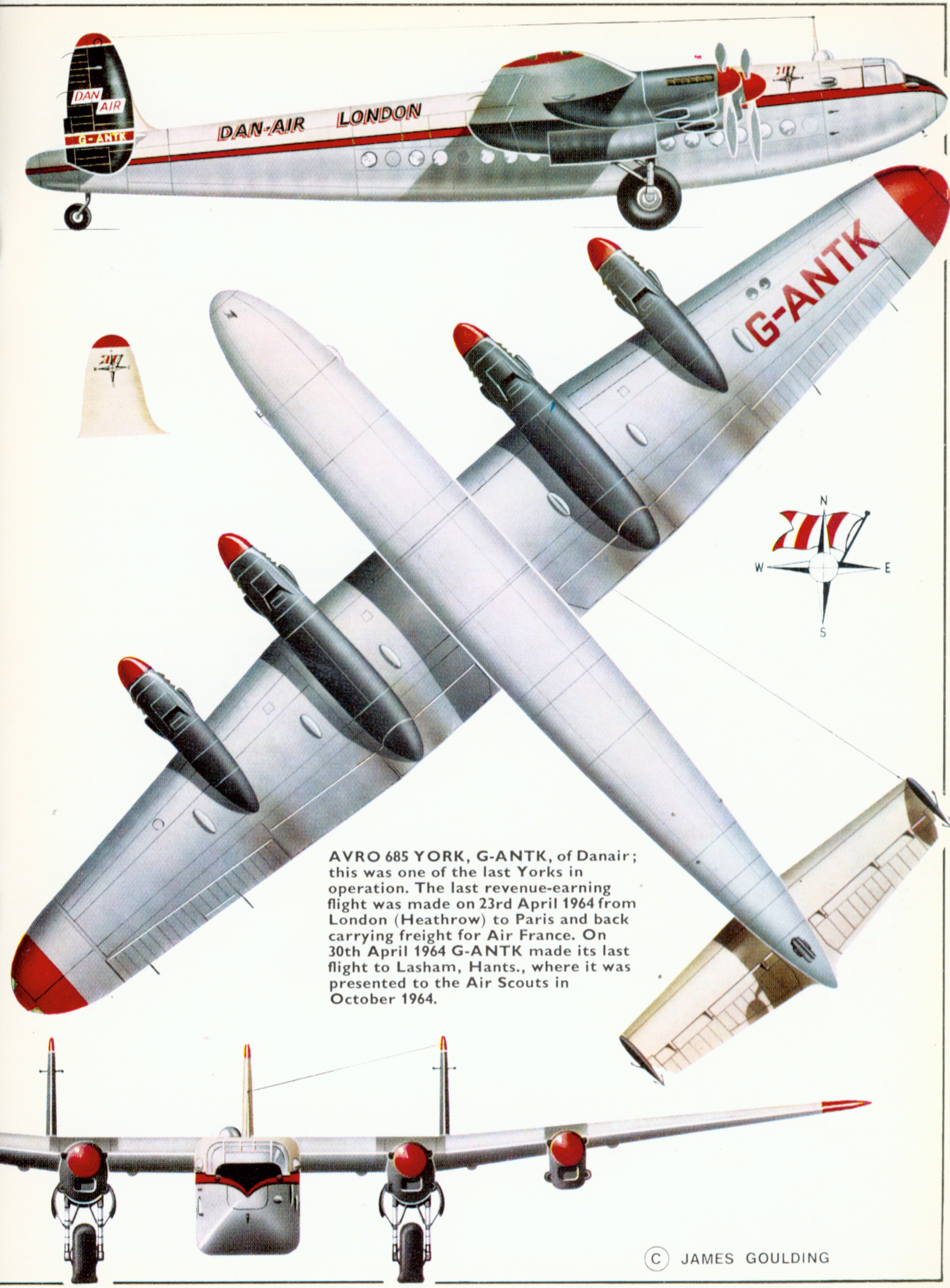
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AVRO 685 YORK, G-ANTK, of Danair; this was one of the last Yorks in operation. The last revenue-earning flight was made on 23rd April 1964 from London (Heathrow) to Paris and back carrying freight for Air France. On 30th April 1964 G-ANTK made its last flight to Lasham, Hants., where it was presented to the Air Scouts in October 1964.

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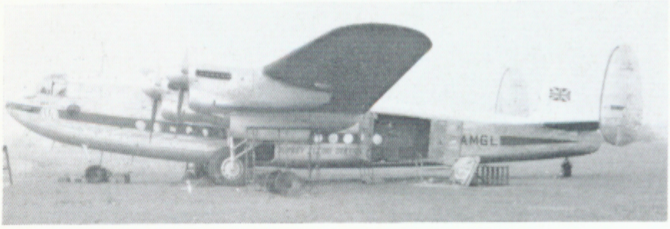
Eagle Aviation's York G-AGNZ. (Photo: A. J. Jackson)

Air Charter's G-AMUT *was originally R.A.F. aircraft* MW185.
G-AMGL *"New Era" of Surrey Flying Services.*
(Photos: Air-Britain and A. J. Jackson)



Charter bought four. In 1953 the company was made responsible for the Air Lifting of Eastern German refugees from Berlin to Western Germany, at this time, before the building of the Berlin Wall, a considerable operation. The same year the company obtained a War Office trooping contract to fly a fortnightly London-Fiji service with Yorks. This very long-haul operation lasted a year, and was completed without incident.

Scottish Aviation Ltd. was another company to buy R.A.F. Yorks and enter the trooping field. Eight were bought between 1952 and 1955, and fitted with fifty rearward-facing seats, stressed to 9*g*. As well as Government trooping flights, a regular Trans-Atlantic cargo flight was operated under charter. Based at Prestwick, the aircraft were later operated by a subsidiary, Scottish Airlines (Prestwick) Ltd.

Hunting Air Transport Ltd. bought four Yorks, but held them in reserve for a time, and only the last two were converted at their base at Bovingdon. However they did buy more from other operators, and on 23rd July 1955 opened up a U.K.-Africa freight service with Yorks. After being bought by shipping interests, the company operated as Hunting-Clan Air Transport Ltd. and Hunting-Clan Airservices Ltd.

Dan-Air Ltd., formed by J. W. Davies and F. E. F. Newman in March 1953, bought three Yorks in July 1954, but only the first was converted initially by Scottish Aviation Ltd. An Air Ministry freight contract in 1956 for a London-Singapore service, caused the purchase of Yorks from other operators and the eventual conversion of the other two. Another of the company's operations for several years was a nightly freight service between London, Manchester and Glasgow, operated on behalf of British European Airways, until the latter introduced its Argosies in 1961. Dan-Air's Yorks were amongst the last in service, being withdrawn from use in 1964, when *G-ANTK* was presented to the local Air Scouts at Lasham.

Skyways continued operating its Yorks into the Canal Zone until 1955, the trooping serials allotted to them being shuffled about somewhat, so that certain Yorks carried two different serials, and some serials were carried by two different aircraft. Other serials were allocated to the Yorks of Scottish Aviation and Air Charter for similar flights to the Canal Zone during this period.

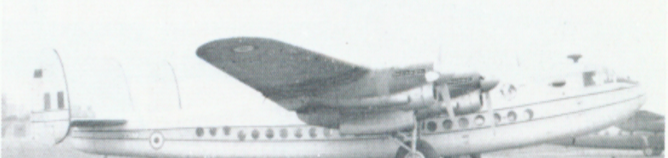
One other British operator of the York was Air Freight Ltd. This company had passed into the hands of Eagle Aviation Ltd. by the time they bought three of B.O.A.C.'s remaining Yorks in September 1952, basing them at Luton. A few months later ownership of the company was transferred to Skyways Ltd., and in July 1953 the company's complete operations and fleet were incorporated into the Skyways group.

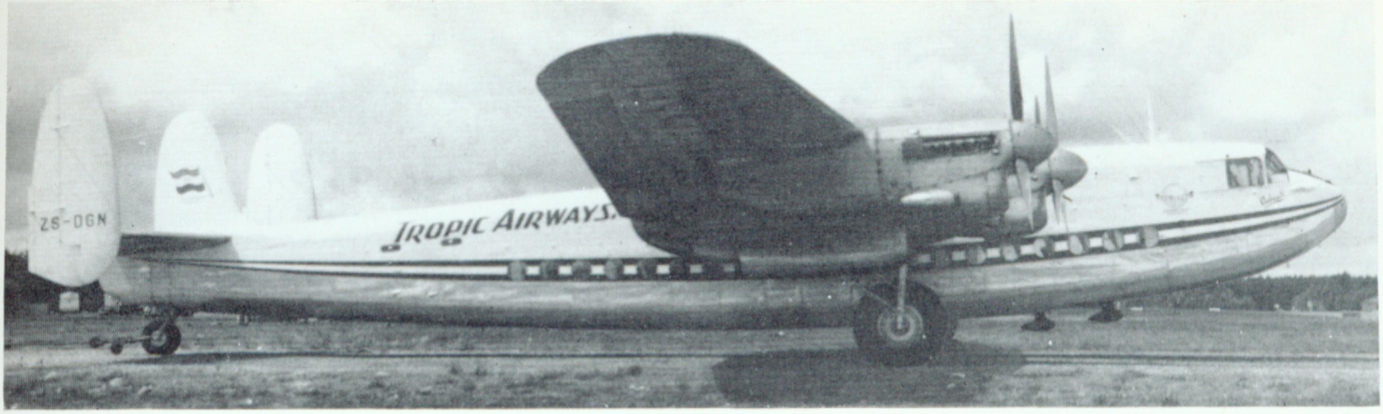
MIDDLE EAST AND FAR NORTH

Skyways therefore remained the largest York operator, even augmenting the fleet with a few ex-R.A.F. Yorks. They were used on Colonial Coach services between London, Malta and Cyprus until 1957. They also made good use of them by leasing to Middle East operators, such as the B.O.A.C. associates Aden Airways Ltd. and Arab Airways (Jordan) Ltd., and to Saudi Arabia. In these colours they were used on the growing air pilgrim traffic to Mecca. Skyways also provided technical assistance initially in 1955 to Persian Air Services Ltd., when they sold three Yorks to this new company. They were used on freight operations based on Teheran. Several more Yorks were bought and continued to be used until the company expanded their operations and bought or leased newer types of aircraft in 1960.

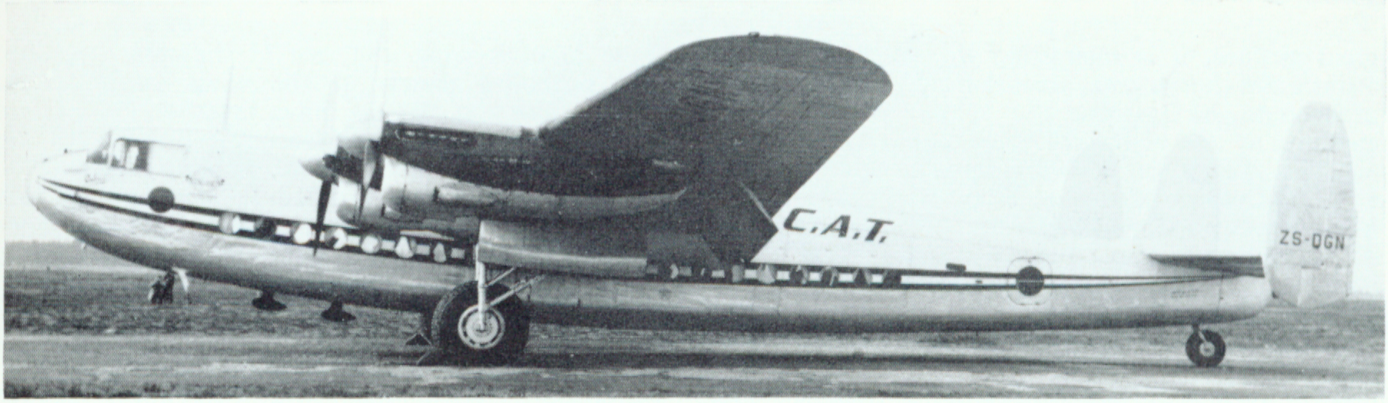
Skyways also provided aircraft for two Lebanese operators. Two were leased to Air Liban between 1953 and 1955, as well as a replacement that year. In June 1957 three Yorks were nominally transferred to B.O.A.C. ownership and thence to Middle East Airlines. B.O.A.C. had recently become a sub-

Two trooping Yorks, (left) WW502 *seen in July 1952, really* G-AHFH *of Lancashire Aircraft Corporation, and* (right) WW577 *in January 1954, Skyways'* G-AGOD.
(Photos: J. M. G. Gradidge and P. R. Keating)





"Oubaas", Field Marshal Smuts' personal York seen after demobilisation as ZS-DGN (above) *with Tropic Airways in June 1955 and* (below) *with Creed Air Transport in April 1956.* (Photos: J. M. G. Gradidge)



stantial shareholder in M.E.A., and Skyways together with B.O.A.C. and Hunting-Clan had formed the Mideast Aircraft Service Company in the Lebanon. Skyways' association with B.O.A.C. continued for a number of years after the corporation ceased owning Yorks, as they continued to be used on charter from Skyways.

A third Lebanese company to use Yorks was Trans-Mediterranean Airways, a freight-only operator, based at Beirut. Amongst their fleet, obtained from different sources, were two Yorks with interesting histories. One was *OD-ACN*, still named "Oubaas", Smuts' former aircraft. This had been sold by the S.A.A.F. to Tropic Airways Ltd. in 1952, and operated by Creed Air Transport Ltd. This aircraft was fitted with 54 Payloader passenger seats which could be folded against the fuselage sides. Until 1954 it operated a fortnightly service between Johannesburg and Amsterdam, taking four leisurely days in each direction. It was sold to T.M.A. in 1956 and later operated under charter to Kuwait Airways. T.M.A.'s other interesting York was the former "Ascalon II" which became *OD-ACQ* in June 1957, after conversion by Field Aircraft Services Ltd.

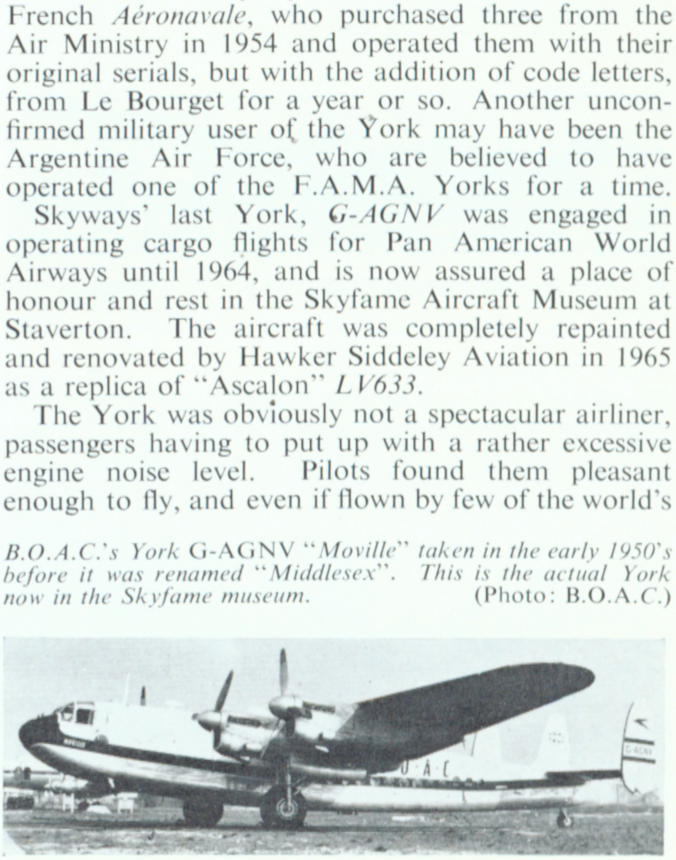
Another part of the world in which Yorks did useful work was in Canada's North. Twelve of them, eleven ex-Air Ministry and one bought from Air Charter, were completely overhauled by A. V. Roe and Co. Ltd. in 1954. They were required for transporting men and materials engaged in the construction of DEW-Line sites for radar stations along the Arctic Circle. They were ferried to Canada by Spartan Air Services Ltd., and operated by Maritime Central Airways Ltd., Arctic Wings Ltd., and Associated Airways Ltd. After completing this operation, they were used on the normal airline services of these companies, or their successors, for a number of years, the ex-British one actually returning to Britain for Dan-Air in May 1958, only to be damaged beyond repair at Malta on the 20th of the same month.

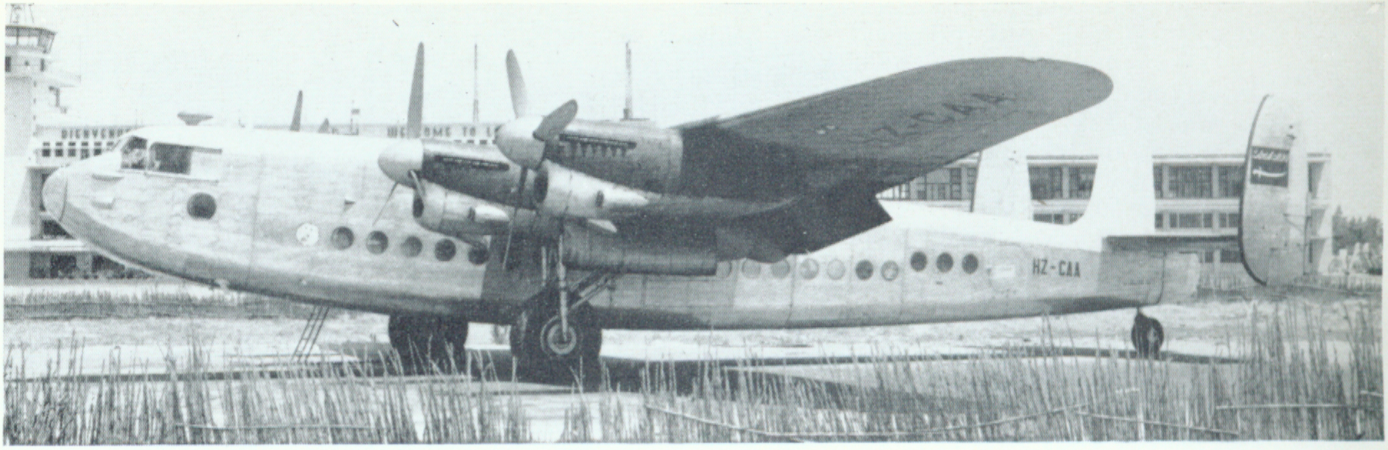
Another military operator of the York was the French *Aéronavale*, who purchased three from the Air Ministry in 1954 and operated them with their original serials, but with the addition of code letters, from Le Bourget for a year or so. Another unconfirmed military user of the York may have been the Argentine Air Force, who are believed to have operated one of the F.A.M.A. Yorks for a time.

Skyways' last York, *G-AGNV* was engaged in operating cargo flights for Pan American World Airways until 1964, and is now assured a place of honour and rest in the Skyfame Aircraft Museum at Staverton. The aircraft was completely repainted and renovated by Hawker Siddeley Aviation in 1965 as a replica of "Ascalon" *LV633*.

The York was obviously not a spectacular airliner, passengers having to put up with a rather excessive engine noise level. Pilots found them pleasant enough to fly, and even if flown by few of the world's

B.O.A.C.'s York G-AGNV *"Moville" taken in the early 1950's before it was renamed "Middlesex". This is the actual York now in the Skyfame museum.* (Photo: B.O.A.C.)





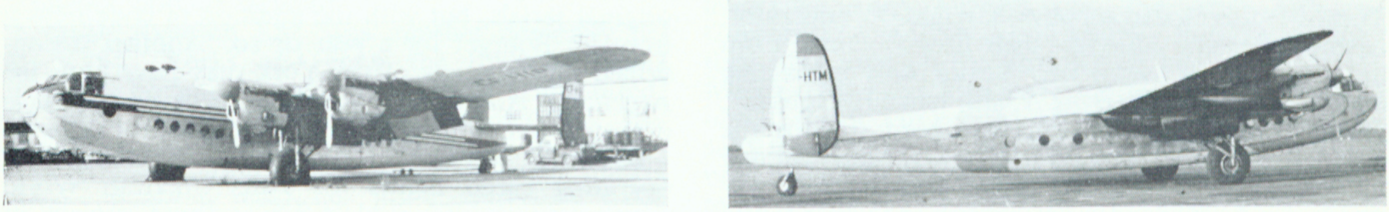
Skyways' G-AHEY *seen at Beirut during a spell in the Middle East* (*as Saudi Arabian* HZ-CAA *in July 1956*). (Photo: A. J. Jackson)

great airlines, it is interesting to note that all the airlines and charter companies that elected to fly it have prospered. M.E.A. and Air Liban are now amalgamated as one of the Middle East's most powerful airlines; P.A.S. is now likewise part of Iranair. Hunting-Clan and Air Charter are part of the British United group; Dan-Air is now a Comet operator. Skyways was in fact divided up, but it has two important progeny in Skyways Coach Air Ltd. and Britannia Airways Ltd. All the others or their successors are doing well in the airline business. Only Scottish Aviation is no longer an operator, but it is now a leading engine and airframe overhaul and repair specialist.

THE YORK DESCRIBED

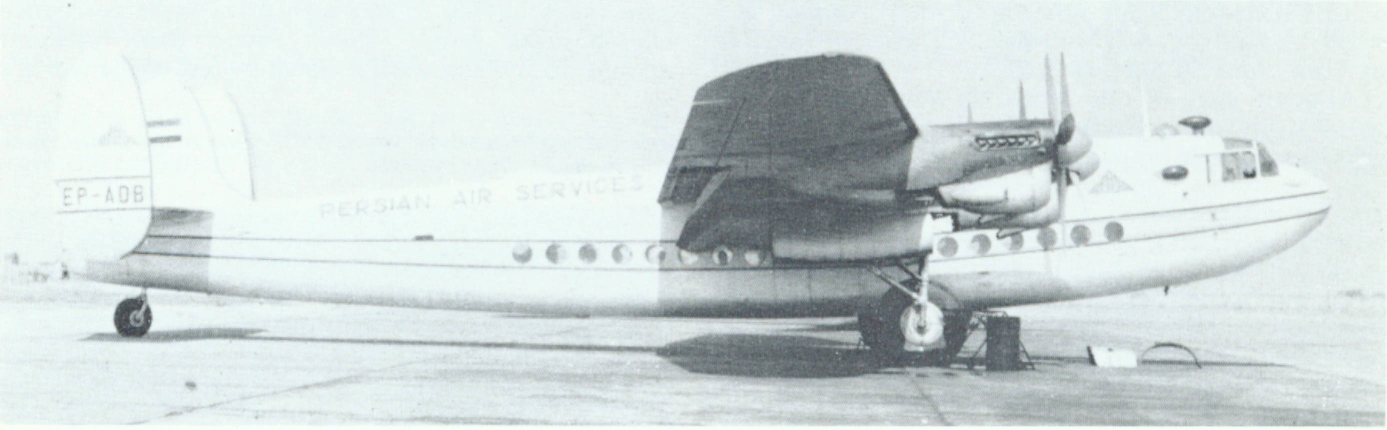
Structurally the York is a high-wing cantilever monoplane of all-metal construction. The wings are of two-spar structure with aluminium alloy wing ribs and skin. There is fuel capacity for 2,478 imperial gallons in seven tanks between the spars, three in each wing and one in the centre section. The outboard panels of the wing, of N.A.C.A. section 23013 at the tip, have taper on both edges and dihedral, and have detachable tips. They are joined to an untapered centre section, of N.A.C.A. 23018 section without dihedral, outboard of the inner engines. The all-metal split trailing edge flaps are in two sections each side and are hydraulically operated.

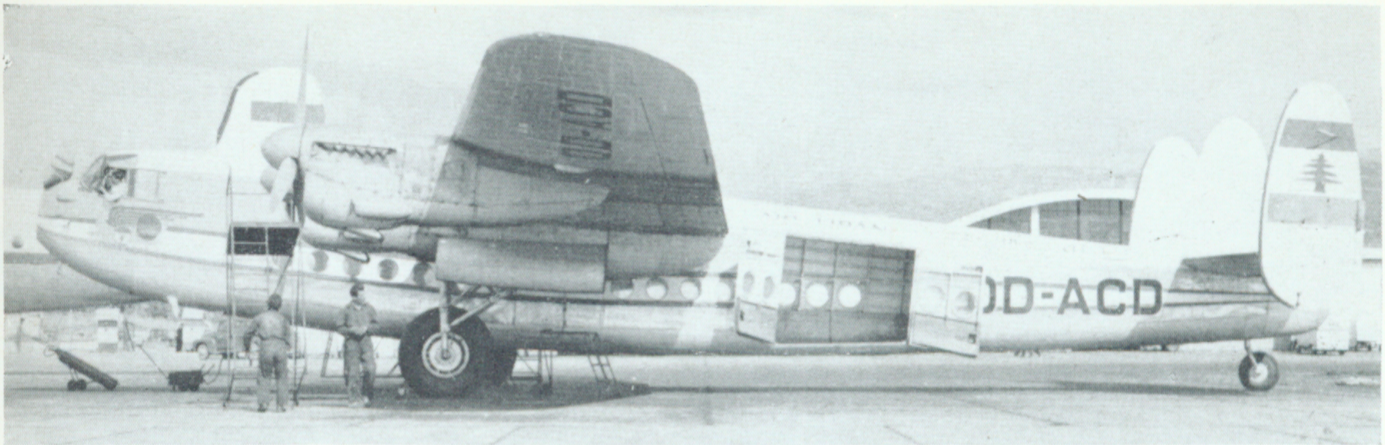
The fuselage skin is flush riveted to stringers carried on the approximately rectangular vertical formers. The semi-monocoque fuselage is built in five sections. The tailplane is all-metal apart from the fabric-covered elevators. The York's landing gear has two main units each retracting backwards hydraulically into the inner nacelles. The tailwheel is fixed. The four Rolls Royce Merlins are carried in underslung nacelles, the bearers being attached to the front wing spar. The three-blade metal de Havilland Hydromatic propellers are constant-speed and fully-feathering. Originally Merlin T.24 series



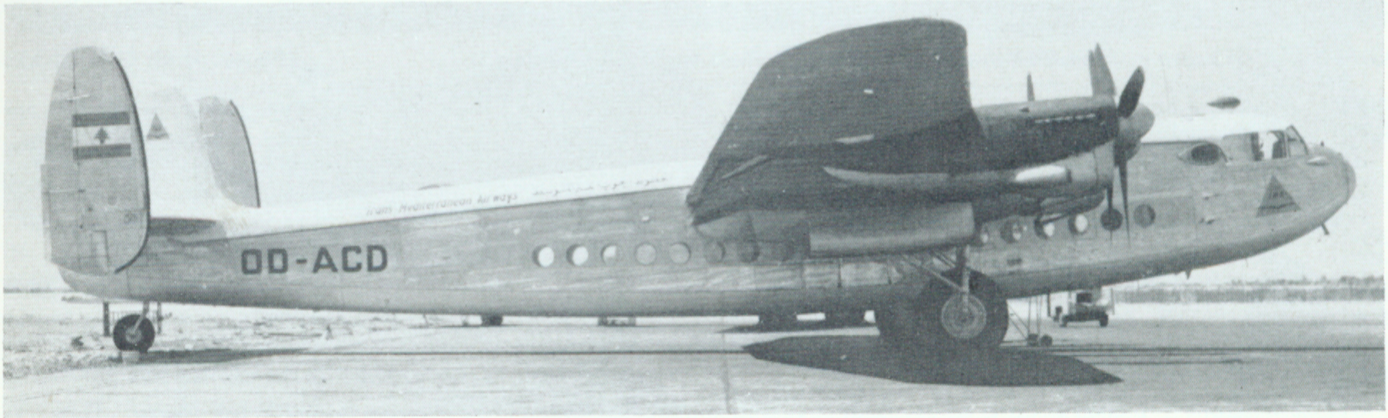
Two Canadian Yorks, (left) CF-HIP *in Pacific Western livery and* (right) CF-HTM *of Maritime Central Airways with some windows blanked off.* (Photos: S. P. Peltz)

EP-ADB *of Persian Air Services, basically in the colours of its previous owners, Skyways.* (Photo: A. J. Jackson)





(Above) OD-ACD *of Air Liban and* (below), *as it appeared later with Trans-Mediterranean Airways in April 1958.*
(Photos: P. R. Keating)



were fitted, but later 500 and 502 series developing the same 1,620 h.p. replaced them on the civil aircraft. When 21 seats were fitted they were arranged three abreast, six in a forward cabin, and fifteen aft, cloakrooms and lavatories opposite the main entrance door between the two cabins, and a kitchen and baggage space at the rear. There was an emergency exit in the ceiling of each cabin.

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YORK PRODUCTION AND OWNERSHIP

4 Prototypes built

LV626. Prototype C. Mk. I. First flew at Ringway 5/7/42. Converted to C. Mk. II. To 46 M.U. then to No. 1 A.T.S., St. Mawgan with Maintenance Command serial *5554M*, 1945.
LV629. Passenger furnishings. To No. 4 S. of T.T., St. Athan as *6554M*, 1948.
LV633. C.(VIP) Mk. I for use of Prime Minister. "Ascalon" with No. 24 Sqdn. To Far East Communications Flight. Broken up at North Coates Fittes, 1954.
LV639. Paratroop version. To No. 11 S. of T.T., Hereford. Originally allotted *6227M*, but became *6466M*, 19/12/49.

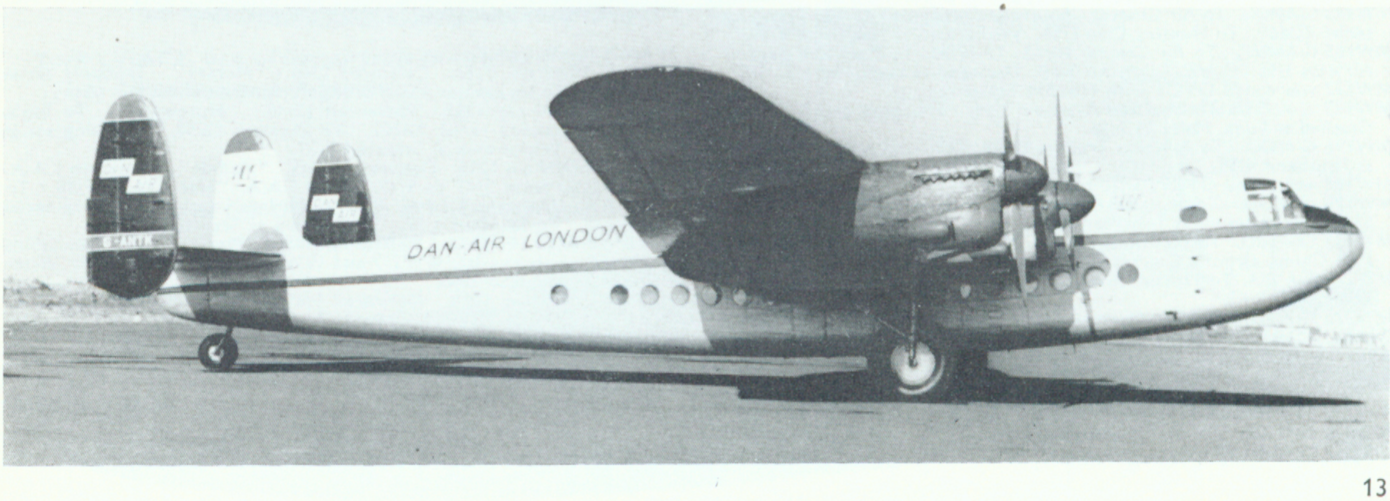
208 Production aircraft for R.A.F.

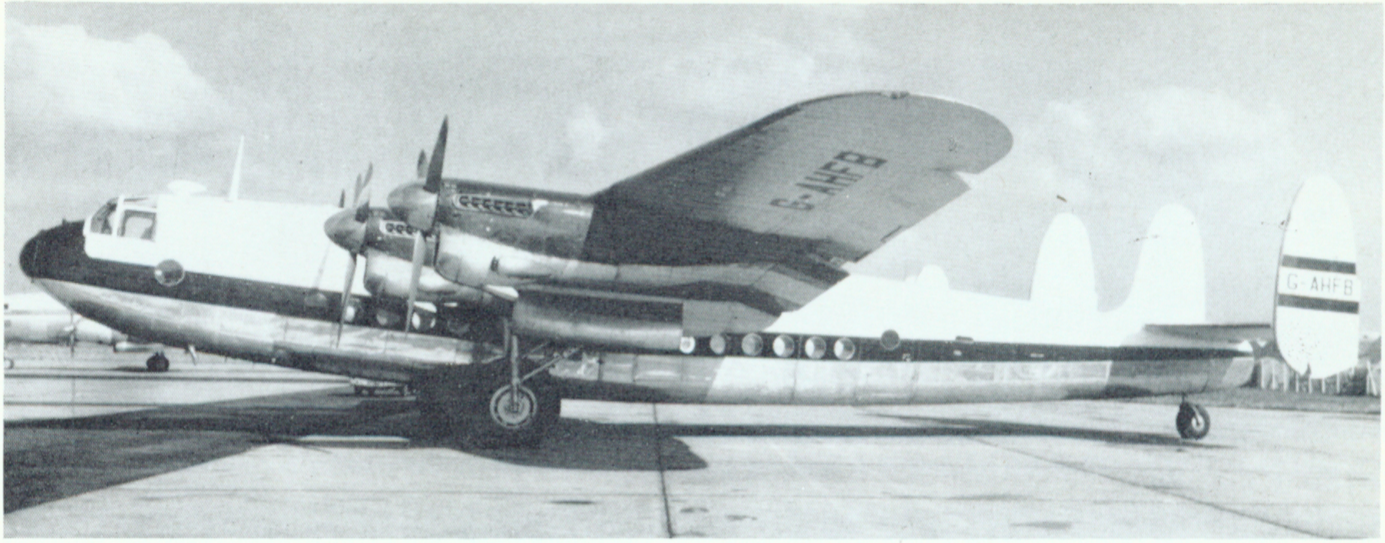
MW100 to *MW149*, *MW161* to *MW210*, *MW 223* to *MW272*, *MW284* to *MW333*, *PE101* to *PE108*. *PE109* to *PE129*, *PE146* to *PE191* and *PE224* to *PE248* were cancelled. Passenger version: *MW100–102, 104, 106, 107, 109–112, 114–120, 122–128, 140*. Freight version: *MW105, 130–139, 141–149, 161–168, 170–172, 174–177, 179–185, 187–189, 191, 192, 194, 195, 200, 202, 203, 205, 207, 210, 223, 225, 228, 231, 232, 234, 235, 237–271, 284–290, 293, 294, 297, 299, 302, 305–309*. Combined passenger and freight version: *MW103, 108, 113, 121, 129, 169, 173, 178, 186, 190, 193, 196–199, 201, 204, 206, 208, 209, 224, 226, 227, 229, 230, 233, 236, 272, 291, 292, 295, 296, 298, 300, 301, 303, 304, 310–333, PE101–108*.

Individual aircraft

MW100. V.I.P. aircraft to No. 24 Sqdn. *G-ANAA* to Surrey Flying Services 6/53. Not converted. Dismantled at Stansted 8/55.
MW101. V.I.P. aircraft to No. 24 Sqdn.
MW102. V.I.P. aircraft operated by C. in C. S.E.A.C., Lord Louis Mountbatten.
MW103 G-AGJA c/n 1207 to B.O.A.C. delivered 2/44. R.A.F.T.C. code OYZA. "Mildenhall". To B.S.A.A. "Star Fortune" 5/49. To B.O.A.C. "Kingston" 1/50. To Lancashire Aircraft Corporation Ltd. 6/51. Trooping serials *WW541* and *WW508*. To Skyways 3/55. Withdrawn from use at Stansted 8/59.
MW104 G-ANAB to Surrey Flying Services 6/53. Not converted. Dismantled at Stansted 9/55.
MW106. Leased to B.O.A.C. by M.o.S. until 23/4/49.

The last serving York G-ANTK *subject of the five-view drawing on pages 8-9.* (Photo: via the author)





G-AHFB *of Skyways in April 1957 shortly after its return from hire to Aden Airways.* (Photo: J. M. G Gradidge)

MW107. V.I.P. aircraft for Field-Marshal Smuts. “Oubaas”. To S.A.A.F. as *4999* 1945. *ZS-DGN* to Tropic Airways and Creed Air Transport 1952. *OD-ACN* to T.M.A. 1956. Leased to Kuwait Airways. Crash landed at Lahore Airport 6/4/62.

MW108 G-AGJB c/n 1208. To B.O.A.C. delivered 4/44. R.A.F.T.C. code OYZB. “Marathon”. Trooping serial *WW503*. To Aviation Traders 11/53. Dismantled at Stansted 8/55.

MW109 became *6716M* of 22 M.U.

MW110 G-AMUS to Air Charter “New Britain” 10/52. To Hunting Clan 1/56. Trooping serial *XF919*. Withdrawn from use at Heathrow 5/58.

MW112. Engine silencing tests with Rolls-Royce at Hucknall.

MW113 G-AGJC c/n 1209. To B.O.A.C. delivered 7/44. R.A.F.T.S. code OYZC. “Malmesbury”. Trooping serial *WW504*. To Skyways 11/57. Withdrawn from use at Stansted 12/57.

MW116. Crashed near Lampedusa 1/2/45.

MW121 G-AGJD c/n 1210. To B.O.A.C. delivered 7/44. R.A.F.T.C. code OYZD. “Mansfield”. Crashed at Castel Benito 1/2/49.

MW122. Leased to B.O.A.C. by M.o.S. until 24/2/48.

MW129 G-AGJE c/n 1211. To B.O.A.C. delivered 9/44. R.A.F.T.C. code OYZE. “Middlesex”. To B.S.A.A. “Star Way” 5/49. To B.O.A.C. “Panama” 9/49. To Lancashire 8/51. Trooping serial *WW580*. To Skyways 3/55. Withdrawn at Stansted 6/56.

MW131 became *5559M*.

MW135 CF-HMV. To Associated Airways 3/55. Crashed and sank 29/9/55.

MW136 CF-HMW. To Maritime Central Airways 4/55. Forced landing 20 miles north of Chimo, Quebec 26/9/56.

MW137. To *Aéronavale* with code PA.1.

MW138 G-AMRI. To Surrey Flying Services “New Enterprise” 4/52. Trooping serial *XF739*. *OD-ACD*. To Air Liban 6/55. Badly damaged at Mehrabad Airport, Teheran, 27/5/60.

MW139 G-ANAW. To Lancashire 8/53. To Skyways 3/55. Not converted. Dismantled at Stansted 9/55.

MW140. Governor General of Australia “Endeavour”. R.A.A.F. serial in *A74-* range not allotted.

MW141 was coded OYCV with No. 511 Sqdn. *G-ANXJ*. To Aviation Traders 12/54. Not converted. Withdrawn at Stansted 10/56.

MW143 G-ANTI. To Dan-Air 7/54. Withdrawn at Lasham 8/63.

MW147 CF-HMZ. To Associated Airways 2/55. Crashed taking off at Yellowknife, N.W.T. 11/4/55.

MW149 G-ANTJ. To Dan-Air 7/54. Withdrawn at Lasham 10/64.

MW161 became *5733M*, 3/10/45.

MW166 became *5635M* with Avro.

MW167 CF-HMX. To Arctic Wings 4/55. Ran into snowbank at Hall Lake, N.W.T. 12/4/55. Remains sold to Aerovias Inc., Florida, U.S.A.

MW170 became *6082M* at R.A.F., Dishforth.

MW177 G-ANTH. To Lancashire 7/54. To Skyways 3/55. Not converted. Dismantled at Stansted 10/55.

MW178 was coded OYCX with No. 511 Sqdn. *G-ANXK*. To Aviation Traders 12/54. Not converted. Scrapped at Southend 4/55.

MW183 G-AMUU. To Air Charter “Nouvelle Caledonie” 10/52. Trooping serial *XD668*. To Hunting Clan 1/56. Withdrawn at Heathrow 5/59.

MW185 G-AMUT. To Air Charter 10/52. *CF-HTM*. To Maritime Central Airways 3/55. *G-AMUT* Dan-Air 5-58. Damaged at Luqa, Malta 20/5/58.

MW192 was coded OYCY with No. 511 Sqdn.

MW193 G-ANSY. To Scottish Aviation 7/54. Trooping serial *XG929*. Crashed at Luqa, Malta 25/2/56.

MW196 G-ANXL. To Aviation Traders 12/54. Not converted. Scrapped at Southend 4/55.

MW198 was coded OYCW with No. 511 Sqdn.

MW199 G-AOAN. To Scottish Airlines 3/55. To Field Aircraft Services 11/55. Withdrawn at Tollerton 7/56.

MW203 CF-HMU. To Maritime Central Airways 3/55. Forced landing at Fort Chimo airport, Quebec 24/1/56.

MW210 G-ANYA. To Scottish Airlines 1/55. To Skyways 7-58. Withdrawn at Stansted 8/62.

MW226 G-AMUV. To Air Charter “New Venture II” 10/52. Trooping serial *XD669*. To Dan-Air Engineering 2/56. To Dan Air 4/57. Crash landing at Gurgaon, Punjab 25/5/58.

MW227 G-ANXM. To Aviation Traders 12/54. Not converted. Scrapped at Southend 4/55.

MW228 became *6335M* at Oakington and Honington.

MW231 G-ANGL. To Skyways 12/53. *EP-ADA*. To Persian Air Services 2/55. Crashed 40 miles south east of Basra 14/9/55.

MW232 G-ANTK. To Dan-Air 7/54. Withdrawn at Lasham 10/64, and presented to Air Scouts.

MW233 CF-HFP. To Associated Airways 6/55. To Pacific Western Airways 1956. Overshot runway landing at Cape Perry, N.W.T. 13/9/56.

MW236 G-ANAC. To Surrey Flying Services 6/53. Not converted. Withdrawn at Stansted 9/55.

MW237 CF-HMY. To Associated Airways 5/55. Crashed 26/5/55.

MW243. To *Aéronavale* with code PA.2.

MW248. Mid-air collision with DC-6 *SE-BDA* near Northolt 4/7/48.

MW250 No. 511 Sqdn. as *5958M*. To B.O.A.C. Training School, White Waltham, 17/6/46.

MW253 G-ANUN. To Scottish Aviation 8/54. *G-ANVO*. To Scottish Airlines 11/54. Trooping serial *XJ264*. To Skyways 7/58. Withdrawn at Luton 10/63.

MW254 G-ANGF. To Hunting 11/53. To Hunting Clan 1/54. *OD-ADL*. To T.M.A. 5/59. Cancelled 8/63.

MW258 G-ANXN. To Aviation Traders “New Charter” 12/54. To Dan-Air 9/56. Withdrawn at Lasham 8/63.

MW265. To *Aéronavale* with code PA.3.

MW287 CF-HIP. To Maritime Central Airways 5/55. To Associated Airways 4/56. To Pacific Western Airways 1956. Withdrawn 5/60.

MW290 CF-HAS. To Spartan Air Services 11/55. To Arctic Wings 5/56. To TransAir. Dismantled.

MW291 CF-HFQ. To Arctic Wings 2/55. To TransAir. Ran off runway at Fox, N.W.T. 13/9/56.

MW292 G-AMVY. To Hunting 1/53. To Hunting Clan 1/54. Not converted. Parts used in *MW323 G-AMXM*. Broken up at Bovingdon 10/54.

MW294 CF-HIQ. To Spartan Air Services 6/55. To Arctic Wings 5/56. To TransAir. Crash landed on lake 15 miles south of Rankin Inlet and burnt out, 8/1/57.

MW295. To Far East Communication Flight “Ascalon II”. *G-APCA*. To Field Aircraft Services 6/57. *OD-ACQ*. To T.M.A. 6/57. *EP-ADE*. To Persian Air Services. Crashed 4 miles south of Kuwait 15/7/59.

MW302 G-AMVZ. To Hunting 1/53. To Hunting Clan 1/54. Not converted. Broken up at Bovingdon 7/54.

MW308 G-AMUL. To Scottish Aviation 10/52. Trooping serial *XF284*. Crashed at Stansted 30/4/56.

MW318 G-ANXO. To Aviation Traders 12/54. Not converted. Scrapped at Southend 4/55.

MW321 G-AMUN. To Scottish Aviation 10/52. Trooping serial *XD667*. Crashed near Stansted 23/12/57.

MW322 became *6715M* with 23 M.U.

MW323 G-AMXM. To Hunting 1/53. To Hunting Clan 1/54. To Field Aircraft services 5/59. *OD-ADM*. To T.M.A. 6/59, and used for spares.

MW326 G-AMRJ. To Surrey Flying Services “New Era II” 4/52. Trooping serial *XG897*. *OD-ACE*. To Air Liban 7/55. Cancelled 5/9/59.

MW327 G-ANRC. To Scottish Aviation 4/54. Trooping serial *XG898*. Crashed at Stansted 22/9/54.

MW332 G-AMUM. To Scottish Aviation 10/52. Trooping serial *XF285*. Crashed while landing at Luqa, Malta 13/4/54.

25 built for B.O.A.C.

TS789 G-AGNL c/n 1213. Delivered 1/46. “Mersey”. Trooping serial *WW581*. To Lancashire 6/52. Broken up at Stansted 3/54.

TS790 G-AGNM c/n 1215. Delivered 12/45. “Murchison”. To Eagle 10/49. Trooping serial *XA192*. To Skyways 12/52. Trooping serial *WW511*. Withdrawn at Stansted 8/59.

TS791 G-AGNN c/n 1216. Delivered 10/45. “Madras”. Leased to S.A.A. as *ZS-BGU* from 5/47 to 9/47. To B.S.A.A. “Star Crest” 7/48. To B.O.A.C. “Atlantic Trader” 9/49. “Madras” again. Trooping serial *WW465*. To Skyways 4/57. Withdrawn at Stansted 4/57.

TS792 G-AGNO c/n 1217. Delivered 8/45. “Manton”. To Lancashire 6/51. Trooping serials *WW577* and *WW576*. To Skyways 3/55. Withdrawn at Stansted 3/60.

TS793 G-AGNP c/n 1218. Delivered 9/45. “Manchester”. Leased to S.A.A. as *ZS-BRA* from 5/47 to 9/47. To Air Freight 9/52. To Lancashire 7/53. To Air Liban “Beiteddine” *OD-ABT* 9/53. To Skyways 11/55. Trooping serial *WW509*. To M.E.A. 6/57 *OD-ACZ*. Crashed 7 miles south-east of Karai, Iran 15/3/63.

TS794 G-AGNR c/n 1219. Delivered 9/45. “Moira”. Leased to S.A.A. as *ZS-ATP* “Springbok” from 1946 to 5/47. Crashed at Az-Zubair 16/7/47.

TS795 G-AGNS c/n 1220. Delivered 10/45. “Melville”. Leased to S.A.A. as *ZS-BTT* from 4/47 to 9/47. To B.S.A.A. “Star Glory” 5/49.

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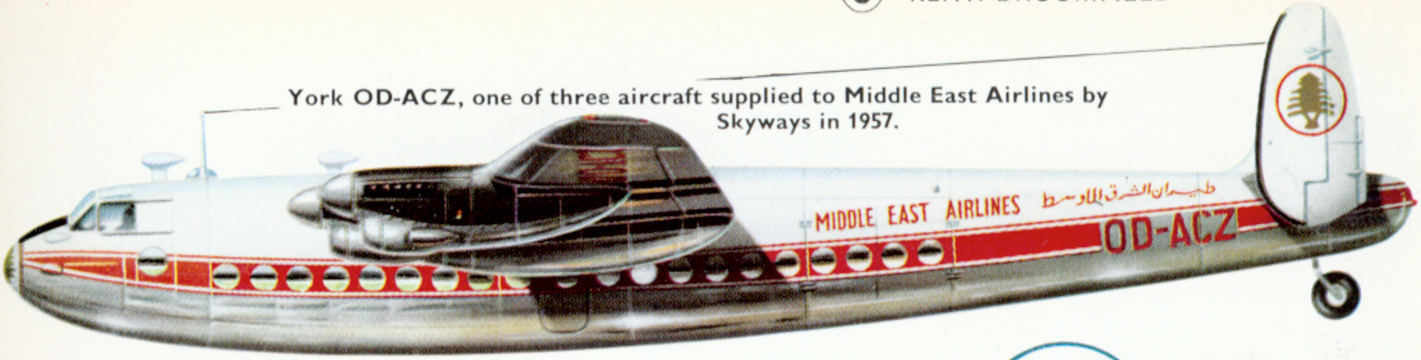
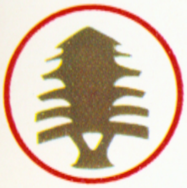
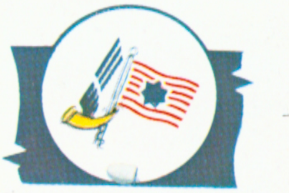
York OD-ACZ, one of three aircraft supplied to Middle East Airlines by Skyways in 1957.


MIDDLE EAST AIRLINES
طيران الشرق الاوسط
OD-ACZ

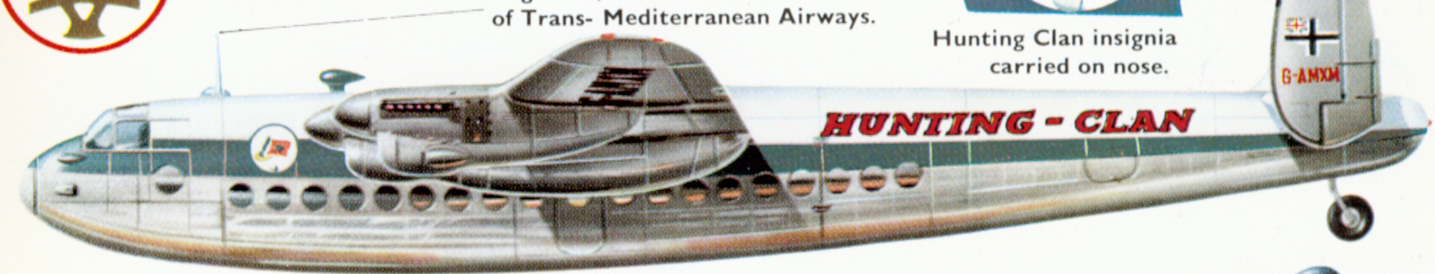


Middle East Airlines insignia carried on fin outer surfaces and nose cone.

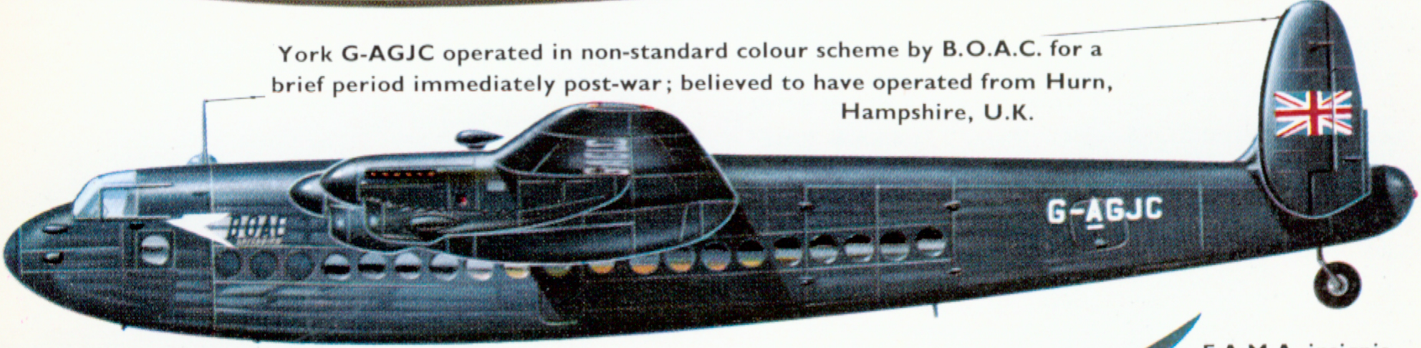


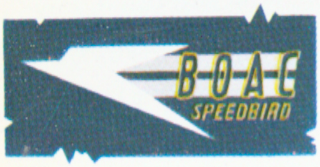
Hunting Clan insignia carried on nose.

York G-AMXM of Hunting Clan; later became OD-ADM of Trans- Mediterranean Airways.

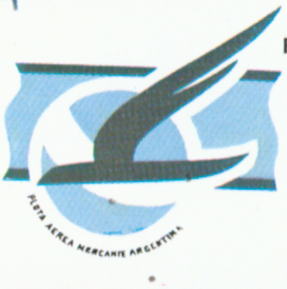

HUNTING - CLAN
G-AMXM

York G-AGJC operated in non-standard colour scheme by B.O.A.C. for a brief period immediately post-war; believed to have operated from Hurn, Hampshire, U.K.

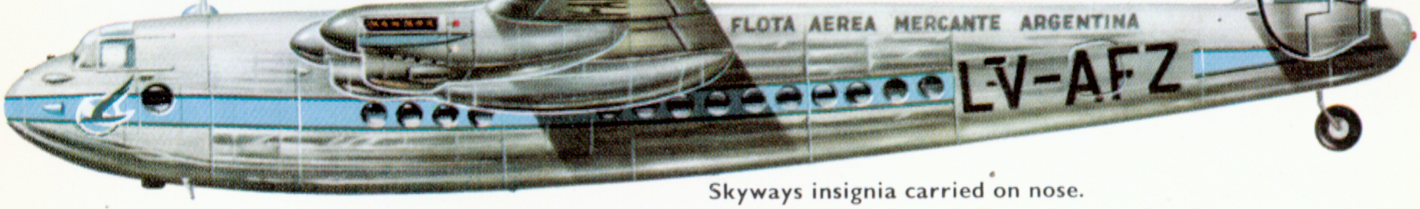



B O A C
SPEEDBIRD

Nose insignia of G-AGJC; compare with illustrations of aircraft in standard colour scheme. B.O.A.C. "Speedbird" apparently re-touched in white for contrast.

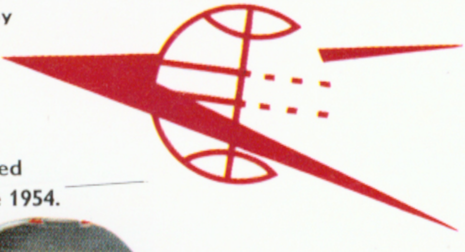

FLOTA AEREA MERCANTE ARGENTINA

F.A.M.A. insignia carried on nose.

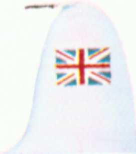

FLOTA AEREA MERCANTE ARGENTINA
LV-AFZ

York LV-AFZ, one of five aircraft bought new by *Flota Aerea Mercante Argentina.*

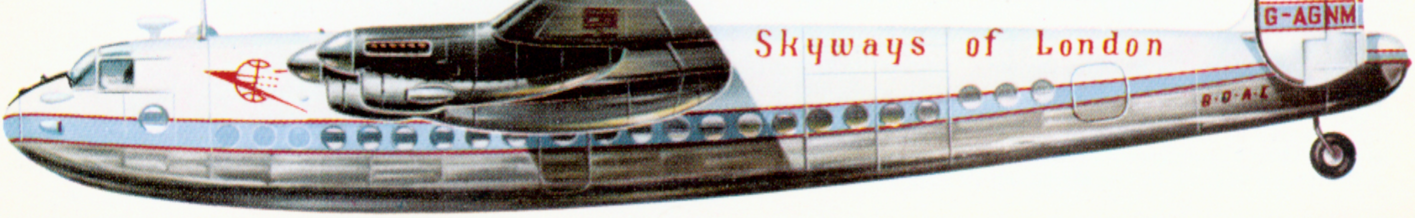
Skyways insignia carried on nose.



Centre fin, both surfaces.



York G-AGNM, one of many operated by Skyways of London; late 1954.


Skyways of London
G-AGNM
B.O.A.C

B.O.A.C.'s "Medway", G-AGOE, just about to touch down. (Photo: B.O.A.C.)

To B.O.A.C. "Pacific Trader" 9/49. "Melville" again. Trooping serial *WW466*. Broken up at Heathrow.

TS796 G-AGNT c/n 1221. Delivered 10/45. "Mandalay". Leased to S.A.A. as *ZS-ATU* from 6/47 to 10/47. Trooping serial *WW514*. To Air Freight 9/52. To Lancashire 7/53. To Skyways 3/55. Withdrawn at Stansted 2/59.

TS797 G-AGNU c/n 1222. Delivered 12/45. Leased to S.A.A. as *ZS-ATR* "Impala" from 1/46 to 9/47. "Montgomery". To B.S.A.A. "Nassau" 7/49. To B.O.A.C. 9/49. "Montgomery" again. To Air Freight 9/52. To Air Charter "New Endeavour". Trooping serial *XD670*. To T.M.A. 12/56 *OD-ACO*. Crashed at Azaiba, Muscat 24/5/61.

TS798 G-AGNV c/n 1223. Delivered 12/46. "Morville". Renamed "Middlesex". To Skyways 4/55. Flown to Skyfame Museum, Staverton 9/10/64.

TS799 G-AGNW c/n 1224. Delivered 1/46. Leased to S.A.A. as *ZS-ATS* "Sable" from 3/46 to 9/47. "Morecambe". Renamed "Caribbean Trader". To Lancashire 6/51. Trooping serial *WW581*. To Eagle 3/54. To Lancashire 5/54. *EP-ADB*. To Persian Air Services 2/55. Destroyed at Stansted 17/9/56, when centre section petrol tank blew up during maintenance.

TS800 G-AGNX c/n 1225. Delivered 2/46. "Moray". To B.S.A.A. "Lima" 7/49. To B.O.A.C. 9/49. To Lancashire 5/51. Trooping serial *WW582*. Withdrawn at Stansted 6/53. Scrapped 2/55.

TS801 G-AGNY c/n 1226. Delivered 2/46. "Melrose". To Eagle 10/49. To Skyways 1/53. Trooping serial *WW510*. Forced landing at Kyritz, 26/6/54.

TS802 G-AGNZ c/n 1227. Delivered 6/46. "Monmouth". Leased to S.A.A. as *ZS-BRB* from 5/47 to 6/47. To Eagle 10/49. Crashed landing at Berlin 24/8/52.

TS803 G-AGOA c/n 1228. Delivered 8/46. "Montrose". To Lancashire 6/51. Trooping serial *WW542*. Broken up at Squires Gate 1/54.

TS804 G-AGOB c/n 1229. Delivered 6/46. "Milford". To Lancashire 6/51. Trooping serial *WW501*. To Eagle 5/54. To Lancashire 8/54. To Skyways 3/55. Withdrawn at Stansted 8/62.

TS805 G-AGOC c/n 1230. Delivered 4/46. "Malta". To B.S.A.A. "Star Path" 5/49. To B.O.A.C. 9/49. Dismantled at Hurn 11/49.

TS806 G-AGOD c/n 1231. Delivered 7/46. "Midlothian". To Lancashire 6/51. Trooping serials *WW576* and *WW577*. To Skyways 3/55. *EP-ADC*. To Persian Air Services 10/55. *OD-ACP*. To T.M.A. 1957. Cancelled 30/9/59.

TS807 G-AGOE c/n 1232. Delivered 7/46. "Medway". To Lancashire 8/52. Broken up at Stansted 1/55.

TS808 G-AGOF c/n 1233. Delivered 9/46. "Macduff". Leased to S.A.A. as *ZS-ATT* about 1946. Trooping serial *WW579*. To Lancashire 3/52. Broken up at Squires Gate 1/55.

TS809 G-AGSL c/n 1236. Delivered 10/46. "Morley". To Lancashire 6/51. Trooping serial *WW579*. Withdrawn at Squires Gate 6/54.

TS810 G-AGSM c/n 1237. Delivered 10/46. "Malvern". To Lancashire 6/51. Trooping serial *WW540*. Cancelled 8/51.

TS811 G-AGSN c/n 1238. Delivered 11/46. "Marlow". To Lancashire 8/51. Trooping serial *WW578*. Crashed at Fayid, Egypt 8/51.

TS812 G-AGSO c/n 1239. Delivered 5/46. "Marston". Trooping serial *WW467*. To Skyways 11/57. Withdrawn 2/59.

TS813 G-AGSP c/n 1240. Delivered 5/46. "Marlborough". Renamed "Santiago", then "Marlborough" again. Scrapped at Heathrow 4/55.

12 built for B.S.A.A.

G-AHEW c/n 1300. Delivered 5/46. "Star Leader". Crashed at Bathurst 7/9/46.

G-AHEX c/n 1301. Delivered 6/46. "Star Venture". Crashed at Caravellas, Brazil, 5/1/49.

G-AHEY c/n 1302. Delivered 7/46. "Star Quest". To B.O.A.C. 9/49. Trooping serial *WW506*. To Lancashire 4/52. To Skyways 3/55. *JY-ABZ*. Leased to Arab Airways "Petra" 6/56. *HZ-CAA* in Saudi Arabia. Returned as *G-AHEY* to Skyways 10/56. Withdrawn at Luton 1/64.

G-AHEZ c/n 1303. Delivered 7/46. "Star Speed". Crashed at Dakar 13/4/47.

G-AHFA c/n 1304. Delivered 8/46. "Star Dale". To B.O.A.C. 9/49. Trooping serial *WW504* and *WW501*. To Lancashire 12/51. Crashed in North Atlantic 2/2/53.

G-AHFB c/n 1305. Delivered 8/46. "Star Stream". To B.O.A.C. 9/49. To Lancashire 9/51. Trooping serials *WW586* and *WW499*. To Airspan Travel 8/54. To Skyways 1/55. Leased to Aden Airways and as *JY-AAC* to Arab Airways 6/57. Returned as *G-AHFB* to Skyways 8-57. Broken up at Luton 3/63.

G-AHFC c/n 1306. Delivered 9/46. "Star Dew". To B.O.A.C. 9/49. Trooping serial *WW507*. To Lancashire 4/52. To Skyways 3/55. *OD-ACJ*. To Air Liban 10/55. *EP-ADD* to Persian Air Services.

G-AHFD c/n 1307. Delivered 9/46. "Star Mist". To B.O.A.C. 9/49. To Lancashire 11/51. Trooping serials *WW501* and *WW500*. To Skyways 3/55. *OD-ADB*. To M.E.A. 6/57. Crashed on flight Beirut–Rome 29/9/58.

G-AHFE c/n 1308. Delivered 9/46. "Star Vista". To B.O.A.C. 9/49. To Lancashire 8/51. Trooping serials *WW468* and *WW578*. To Skyways 3/55. Withdrawn at Stansted 3/60.

G-AHFF c/n 1309. Delivered 10/46. "Star Gleam". To B.O.A.C. 9/49. Trooping serial *WW503*. To Lancashire 1/52. To Skyways 3/55. Withdrawn at Stansted 3/60.

G-AHFG c/n 1310. Delivered 10/46. "Star Haze". To B.O.A.C. 9/49. To Lancashire 9/51. Trooping serials *WW500* and *WW468*. To Skyways 3/55. Withdrawn at Stansted 2/59.

G-AHFH c/n 1311. Delivered 10/46. "Star Glitter". To B.O.A.C. 9/49. Trooping serial *WW502*. To Lancashire 11/51. To Skyways 3/55. *OD-ADA*. To M.E.A. 6/57. Crashed at Azaiba 11/9/62.

3 built for Skyways Ltd.

G-AHFI c/n 1316. Delivered 5/46. "Skyway". Crashed at Gatow 15/3/49.

G-AHLV c/n 1340. Delivered 6/46. "Sky Courier". Withdrawn at Stansted 2/52.

G-AIUP c/n 1374. Delivered 2/47. "Sky Consul". Cancelled 1951.

5 built for F.A.M.A.

LV-XGN c/n 1354. Delivered 1946. Re-registered *LV-AFV*. To Aerolineas Argentinas 5/49. *G-AMGL*. To Eagle 12/50. Trooping serial *XA192*. Surrey Flying Services "New Era" 7/51. Forced landing near Hamburg 11/3/52.

LV-XGO c/n 1355. Delivered 1946. Re-registered *LV-AFY*. To A.A. 5/49. *G-AMGM*. To Eagle 12/50. Surrey Flying Services "New Venture" 5/51. Crashed landing at Lyneham 27/11/52.

LV-XGP c/n 1356. Delivered 1946. Re-registered *LV-AFZ*. To A.A. 5/49. *G-AMGK*. To Eagle 12/50. Trooping serial *XA191*. Skyways 12/52. Trooping serial *WW512*. Leased to Air Liban as *OD-ABV* from 3/54 to 11/55. Withdrawn at Stansted 8/62.

LV-XIG c/n 1365. Delivered 1946. Crashed 23/12/46.

LV-XIH c/n 1366. Delivered 1946. Crashed 25/7/47.

1 built for R.C.A.F. by Victory Aircraft Ltd.

FM400 c/n PC4494. Built 1945. *G-ALBX*. To Skyways "Sky Dominion" 1948. Crashed at Wunsdorf 19/6/49.

SPECIFICATION

Dimensions: Span 102 ft.; length 78 ft. 6 in.; height 17 ft. 10 in.; aspect ratio 8·02; gross wing area 1,297 sq. ft.
Weights: Basic empty 45,000 lb.; typical maximum payload 10,000 lb.; maximum zero fuel 55,000 lb.; maximum take-off 70,000 lb.
Performance: Cruise on maximum continuous power 210 m.p.h. at 61,000 lb. at 10,000 ft. Take-off to clear 50 ft. at ISA/SL 5,750 ft.; landing from 50 ft. at 65,000 lb. 4,600 ft. Approach speed 126 m.p.h.

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